



DON MILLS CROSSING

Community Building at
Eglinton and Don Mills

PROFILE

DECEMBER 2016



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www.toronto.ca/donmillscrossing

December 2016



**DON MILLS
CROSSING**
Community Building at
Eglinton and Don Mills

PROFILE

This Profile provides an introduction to the Don Mills and Eglinton area. It is the result of Don Mills Crossing's Phase 1 work including a public consultation process and a number of detailed background reports available at www.toronto.ca/donmillscrossing. Findings identified in this Profile will inform future phases of Don Mills Crossing. This Profile focuses on:



STUDY

Don Mills Crossing will address the growth anticipated with the construction of the Crosstown LRT at a key city building moment in the history of Don Mills and Eglinton.



HISTORY

Built in the post-war era, the Don Mills and Eglinton area was developed to be accessed primarily by private automobile and designed to showcase the latest innovations in architectural design in a collection of corporate head offices.



PLACE

The Don Mills and Eglinton area is a collection of single use precincts developed at a large scale between expansive natural valleys created by branches of the Don River.



PEOPLE

The Don Mills and Eglinton area and its surroundings is a place to live, work, learn and play for thousands of Torontonians and attracting more each year.



POLICY

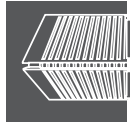
Don Mills Crossing will be guided by Provincial and City policies in moving towards a new planning framework for lands around Don Mills and Eglinton.



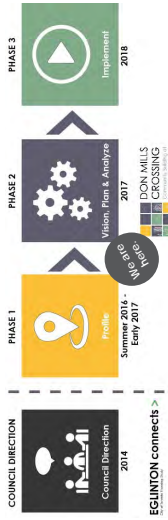
FUTURE

Don Mills Crossing will be shaped by public engagement and move towards a new planning framework that provides for the creation a complete community to make Don Mills and Eglinton into a place to be after many years as a place between places.

PROFILE: MOVING FORWARD



STUDY



Over the next year and a half Don Mills Crossing will answer key questions about what is needed to build a complete, well connected and walkable community at Don Mills and Eglinton.



HISTORY

HERITAGE RESOURCES

Don Mills Crossing will carefully consider the future evolution of the designed landscape of infrastructure and natural landscapes and the area's history of master planned communities.

The heritage structures on the Celestica lands are an important part of the future planning process for those lands. It provides for a city-building opportunity that secures new investment and development in a way that celebrates the cultural heritage values and attributes of the Celestica lands.



PLACE

PUBLIC REALM

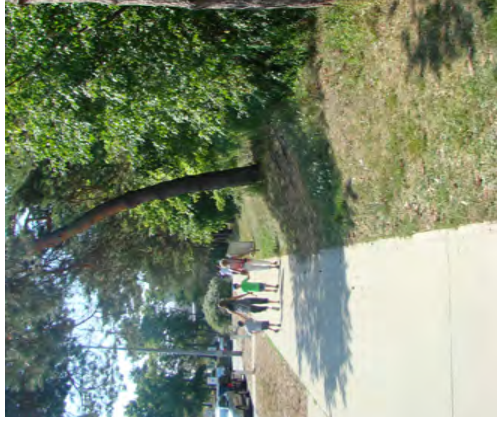
Don Mills Crossing will look at ways to improve the public realm by:

- Creating an urban structure that is tied together by a robust and connected public realm network including new streets and walkways to improve public circulation routes between key locations.
- Enhancing streetscapes that are supported by built form and active uses so streets and sidewalks are places as much as they are connective links.
- Setting a framework to secure new parkland with redevelopment located in strategic locations that maximize accessibility and/or expand existing public parks.
- Improving and increasing the number of connections from the study area to the surrounding ravine system to enhance accessibility to this important resource.

BUILT FORM

Don Mills Crossing will evaluate built form options to enhance the physical environment and pedestrian experience by:

- Establishing a hierarchy of built form and density to create a transit supportive environment that fits into the broader urban structure of the Toronto.
- Exploring a diverse mix of uses with an emphasis on retaining and expanding office uses in proximity to transit, and introducing more retail options to support local residents and employees.
- Determining the applicability of appropriate built form controls, through existing City-wide guidelines or new area specific urban design direction, to ensure buildings are sited in a way that respects natural settings and fits within the planned context.



NATURAL ENVIRONMENT

Don Mills Crossing will develop strategies for growth that will protect natural heritage features and functions to support a healthy and resilient ecosystem by:

- Identifying the boundaries of the natural heritage system and establishing appropriate setbacks and buffer widths for new development.
- Identifying new trail connections to the ravine that minimize disturbance to natural habitat and minimize the number of informal trails.
- Identifying appropriate sites for storm water facilities and outfall alignments.
- Exploring opportunities for sites within the Don Mills Crossing area to be considered potential portals or gateways into the ravine system.



PLACE (continued)

MOBILITY

- Don Mills Crossing will develop a comprehensive multimodal planning approach focussed on:
- Implementing transit and active transportation strategies that focus on shifting local trips to sustainable modes, such as cycling, transit and walking.
 - Addressing observed travel behavior which shows a high proportion of short distance trips to and from the study area which are currently made in private vehicles.
 - Providing convenient access to public transportation interchanges with new streets or pathways to encourage more ridership to existing or future transit facilities.
 - Advancing in parallel with the development review process potential Environmental Assessment processes that may be required to explore and identify connections across the CP Rail Corridor and/or Eglinton LRT Corridor, along with the potential for reconfiguration of the existing access ramps to the Celestica lands.
 - Introducing complete street designs to implement a safer crossing environment, and a more comfortable walking and cycling experience that will further enhance mobility options for the residents and employees.
 - Develop a conceptual plan for the Don Mills Crossing portion of the Eglinton corridor to realize the design recommendations of Eglinton Connects for implementation as connecting streets and private development are introduced along this segment of the Crosstown LRT.
 - Advancing intelligent traffic management systems and mobility options with solutions based on smart technologies filling the current service gaps and access issues for local trips.
 - Promoting creative design ideas that can be advanced to inform approaches to site planning that maximize opportunities for sustainable transportation modes.

SERVICING INFRASTRUCTURE

Don Mills Crossing will ensure that adequate municipal services exist to support potential intensification as follows:

- As design alternatives and development potential are developed for the Core Study Area, population projections will be derived to determine future demand on water and sewer facilities and determine if local improvements are required.
- New development and infrastructure will be required to meet the current standards, in particular the quality and quantity control measures for private development.
- A low impact design approach will be pursued for larger sites in the area, including those conveying public streets, to achieve the performance objectives of the City's Wet Weather Flow Management Guidelines.

RAIL CORRIDOR

Don Mills Crossing will examine the CP Rail Corridor as a defining physical feature in the study area to:

- Explore options to improve connectivity across the rail corridor to link the study area with its surroundings to the north and west.

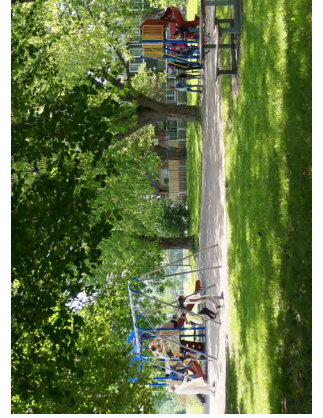
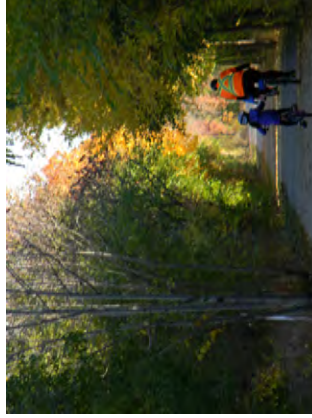


PEOPLE

SUPPORTING GROWTH

Don Mills Crossing will use demographic indicators to inform work that will look to balance growth and change by:

- Examining opportunities for social services supporting local enterprises and entrepreneurship.
- Supporting program improvements for children and seniors, and connectivity to local facilities for users of all ages and abilities.
- Ensuring community infrastructure is in place to support growth and that private investment also helps address exiting social need beyond the Core Study Area.
- Securing a full range and mix of housing type, tenure and affordability as provided for by the Official Plan.



COMMUNITY INFRASTRUCTURE

Don Mills Crossing will build on the Eglinton Connects CS&F recommendations to secure new spaces for child care, additional parkland and community space. With additional in-tensification contemplated through Don Mills Crossing, the CS&F needs are expected to amplify. To determine how to comprehensively meet community infrastructure needs presented by future growth potential, a CS&F strategy will be developed by:

- Collaborating with Parks, Forestry, and Recreation through the Facilities Master Plan process to identify facilities in the CS&F area of influence which may be priorities for capital improvements, expansion or the provision of new facilities.
- Determining how existing facilities in neighbouring communities can be enhanced through improvements and retrofits to optimize modern service delivery.
- Exploring opportunities for the co-location of additional services and functions at the potential relocation site for the Don Mills Civitan Arena.
- Examining opportunities to add community services and facilities on lands within the Core Study Area, including the three city-owned properties.
- Leveraging ongoing community-led initiatives to address space and programming needs in Flemingdon Park.
- Exploring opportunities to add community or social enterprise space within the Core Study Area.

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STUDY

Don Mills Crossing will address the growth anticipated with the construction of the Crosstown LRT at a key city building moment in the history of Don Mills and Eglinton.

1 STUDY

The evolution of the Don Mills and Eglinton area has been closely tied to transportation infrastructure. The initial wave of urbanization was triggered by the extension of Eglinton Avenue over the Don River in 1956 and the construction of the Don Valley Parkway in the mid-1960s.

The next wave of development in the area will be activated by new transportation infrastructure with the construction of the Science Centre LRT station and bus terminal as part of the Crosstown LRT line.

Don Mills Crossing is an integrated planning study initiated to shape and manage the anticipated development spurred by the LRT construction which will capitalize on this key city building opportunity.

1.1 - CITY COUNCIL DIRECTION

City Council provided the direction underpinning the Don Mills Crossing study through two key decisions.

1. In August 2014, the adoption of the Eglinton Connects Implementation Report by City Council identified Don Mills and Eglinton as a Focus Area for intensification around the Science Centre LRT stop. Council provided direction to develop a Secondary Plan for the Focus Area incorporating a number of key directions including:
 - Implementing a finer grain street network;
 - Securing direct connections to the Don River valley;
 - Creating a hub for community uses; and
 - Providing for a mix of uses with an emphasis on office space.
2. In June 2016, City Council settled an appeal of the Employment Area Policy Review (OPA 231) for the Celestica lands at the northwest corner of Don Mills and Eglinton Avenue East. The settlement redesignated a portion of the Celestica lands as *Regeneration*



Figure 1: Eglinton Avenue East under construction, looking east, near East Don River. (1956)



Figure 2: Eglinton Crosstown Station Map (Metrolinx)



Figure 3: Concept Plan, Don Mills and Eglinton Focus Area (Eglinton Connects)

Areas and included a Site and Area Specific Policy requiring a comprehensive planning framework prior to new development occurring.

Building on the work of Eglinton Connects, Don Mills

Crossing will integrate the Celestica lands with the directions for the Focus Area and create a new planning framework for the area. The framework will be centred on a new Secondary Plan alongside implementation measures such as design guidelines, transportation and infrastructure master plans to support co-ordinated development of employment, residential and community uses.

1.2 - DON MILLS CROSSING: STUDY AREAS

Don Mills Crossing is centered on the intersection of Don Mills Road and Eglinton Avenue East.

The Core Study Area integrates the three corners of Don Mills Road and Eglinton Avenue East identified as a Focus Area by Eglinton Connects with the Celestica lands to the northwest of the intersection. At approximately 24 hectares (60 acres), the Celestica lands are one of the largest private redevelopment sites in Toronto. The other three corners of Eglinton Avenue East and Don Mills Road consist of lands primarily in public ownership, including City-owned land under the jurisdiction of

Build Toronto. The combination of these two factors allows for the consideration of a number of options to deliver a new public realm, a connected open space system, community facilities, employment uses, affordable housing and sustainable development. It is anticipated that the planning framework which will emerge through Don Mills Crossing will be focused on this Core Study Area.

Beyond the Core Study Area, larger areas of influence are also being studied related to the following city building matters:

- A transportation area of influence extends generally from Lawrence Avenue East towards Overlea Boulevard and the Thorncliffe Community in order to obtain an understanding of local transportation and travel behaviour and relation to the surrounding context.
- A municipal servicing area of influence extends to include the employment lands north of Eglinton Avenue East and a portion of

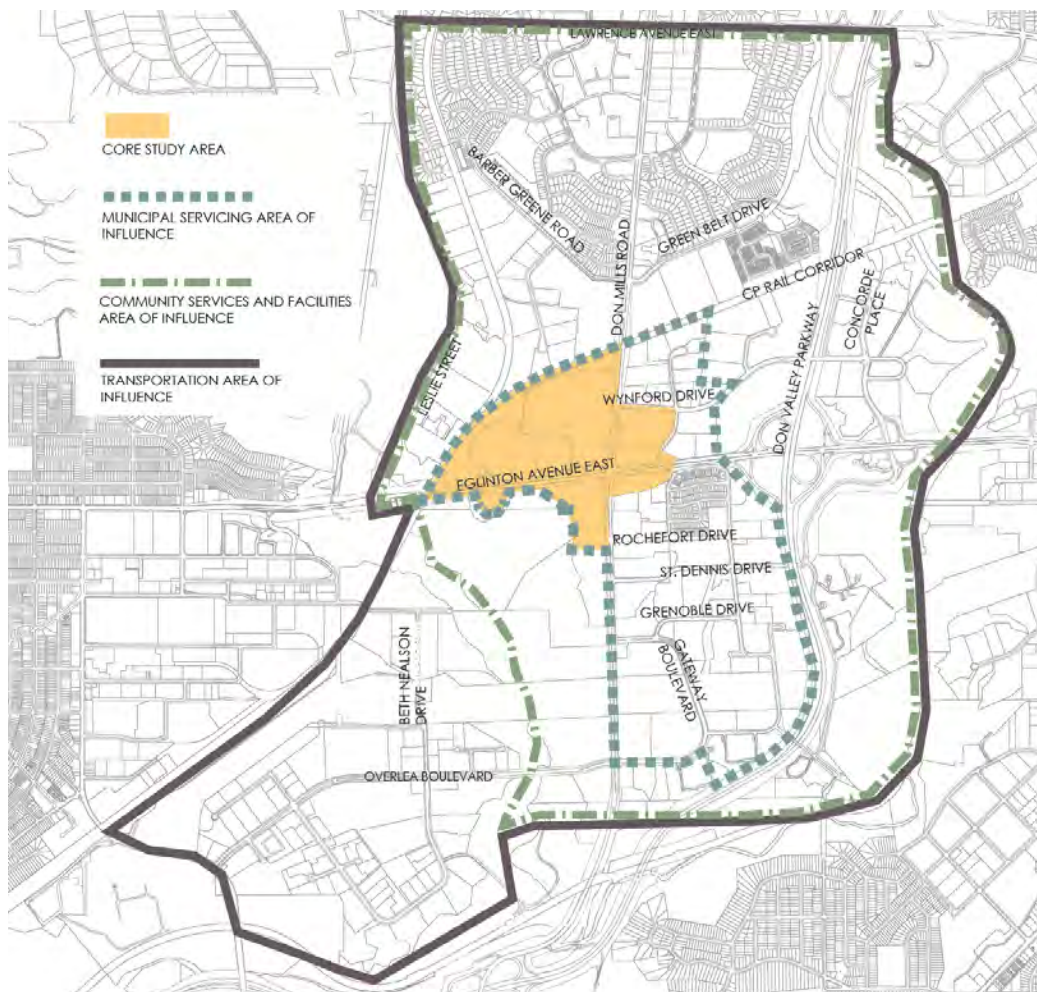


Figure 4: Don Mills Crossing Composite Study Areas

Flemingdon Park north of the Hydro Corridor.

- A community services and facilities area of influence aligns with Segment 9 of the Eglinton Connects Planning Study. This allows for Don Mills Crossing to update the findings of Eglinton Connects, which had specific Council-adopted recommendations related to community services and facilities.

1.3 - DON MILLS CROSSING: STUDY OVERVIEW

Over the next year and a half Don Mills Crossing will answer key questions about what is needed to build a complete, well connected and walkable community at Don Mills and Eglinton. The work will be undertaken over three phases:

Phase 1: Profile

Phase 1 of Don Mills Crossing focused on understanding the study area and its surrounding context as well as identifying a way forward with areas of future study. This Profile summarizes the work undertaken in this Phase.

Phase 2: Vision, Plan and Analyze

The second phase will develop a vision for the Core Study Area to guide the development of planning and development alternatives for analysis and testing. At the conclusion of Phase 2 a preferred alternative will be selected and advanced for policy development.

Phase 3: Implement

The final phase of Don Mills Crossing will result in the development of Official Plan amendments and implementation strategies for consideration by City

Council to advance a new planning framework for the Core Study Area.

The active involvement of residents, employees and business owners will be encouraged through each phase of Don Mills Crossing with various consultation events including pop-ups, public meetings, workshops and online engagement.

1.4 - DON MILLS CROSSING PROFILE

This Profile provides an introduction to the Don Mills and Eglinton area that will inform future phases of Don Mills Crossing. This Profile focuses on:

- **History**
The development history of the study area, including existing and potential heritage assets.
- **Place**
The existing conditions of the study area including defining physical features, the public realm, the built and natural environment, and the existing capacities of transportation and servicing infrastructure.
- **People**
A demographic profile of the people who live and work in the area, and the services and facilities they use.
- **Policy**
The planning policy framework that the study will be guided by and must respond to, including recent decisions on local planning frameworks.



Figure 5: Don Mills Crossing Process

- **Future**

The conclusion of this Profile provides an overview of the challenges and opportunities at play at this important city building moment in the evolution of Don Mills and Eglinton.

This Profile is the final stage of Phase 1 and provides a direction based on the analysis of the existing conditions and the results of a significant public consultation program undertaken to date. A number of detailed background reports serve as a foundation for the Profile and include:

- A development history of Don Mills and Eglinton which outlines the urbanization of the area over the last 60 years from an agricultural area to the large single use precincts seen today.
- A Community Services and Facilities Profile which updates the results of analysis undertaken through Eglinton Connects and confirms the findings of the Council adopted Community Services and Facilities Strategy for the Don Mills Focus Area.
- A geotechnical analysis of the valley lands southwest of the intersection of Don Mills Road and Eglinton Avenue East that established the

top of bank from which development limits can be determined.

- A review of the natural environment and ecology of the valley lands adjacent to the Core Study Area which identifies the potential ecological impacts of new development on environmentally sensitive areas that contain terrestrial and aquatic natural heritage features.
- An examination of transportation conditions in the area of influence including a review of current travel patterns, physical barriers, transit and active transportation use, and potential areas of future investigation to provide a broader range of mobility options.
- A review of municipal servicing in the area of influence outlining water main capacity as well as storm and sanitary sewer capacity for infrastructure servicing the study area.

These reports are available on the Study website (www.toronto.ca/donmillscrossing).



Figure 6: Don Mills Road and Eglinton Avenue East intersection looking north east (Source: Google Maps, 2016)



HISTORY

Built in the post-war era, the Don Mills and Eglinton area was developed to be accessed primarily by private automobile and designed to showcase the latest innovations in architectural design as a collection of corporate head offices.

2 HISTORY

2.1 – DEVELOPMENT HISTORY OF DON MILLS & EGLINTON

Early Development from Agricultural to Industrial: 1950 - 1960

The Don Mills and Eglinton Area began to transform from an agricultural area to an industrial centre in the 1950s. The area was largely cut off from Leaside and Scarborough by the steep valleys of the eastern and western branches of the Don River. Don Mills Road provided the only access to the area from the north and south across the Canadian Pacific Railway (CPR) corridor.

With the assistance of the Toronto Industrial Commission, International Business Machines (IBM) was the first company to establish a plant in the area on a 24 acre site at the intersection of Don Mills Road and the CPR rail corridor. Following the construction of the new plant in 1952, two master planned communities were developed to the north (EP Taylor Lands/Don Mills) and south (Lady Flemingdon Estate/Flemingdon Park). The industrial lands at Don Mills and Eglinton were cited by both developers in promotional material as an opportunity to attract employers to provide jobs for new home buyers.

The redevelopment of the area as an industrial centre coincided with the formation of Metropolitan Toronto and the Municipality's desire to improve the arterial road and freeway network within its boundaries. A key driver of new development was the construction of the Eglinton Avenue Extension across the valleys connecting Laird Drive with Victoria Park Avenue in 1956. This Extension brought improved vehicle access to the area and introduced bus service from the subway terminal at Eglinton. When first constructed, the Extension was intended to eventually become a six lane Crosstown



Figure 7: Pre-1950s aerial view of Don Mills Road and rail corridor curving across top of view (Toronto Archives)

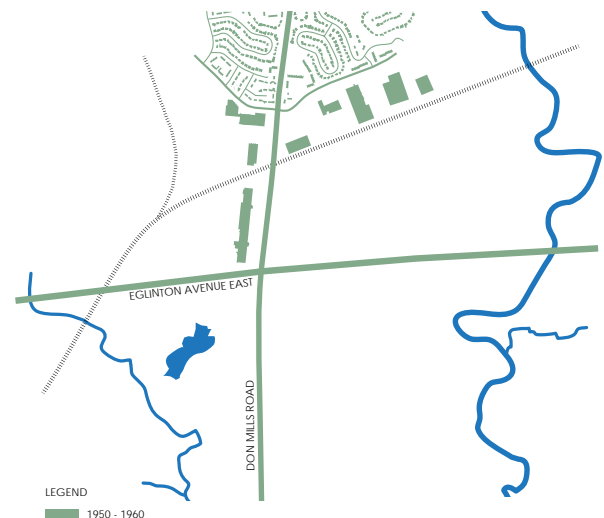


Figure 8: Development Pattern Map (1950-1960)



Figure 9: IBM Plant -1952 with Don Mills Road in foreground (Toronto Archives)



Figure 10: Don Mills Road and Future Eglinton Avenue -1956.
(Toronto Archives)



Figure 11: Development Pattern Map (1960-1970)



Figure 12: Don Valley Parkway -1964. (Source: Toronto Archives)

Highway. Consequently the former municipality secured a 30 metre right-of-way and further 15 metre setback on either side of the roadway.

While the Crosstown Highway was never realized as a full expressway, the footprint of this intended infrastructure remained. By the end of the decade, Metro had completed portions of the Don Valley Parkway (DVP) which would become a key connector along a north-south corridor from Highway 401 to the downtown core. The DVP was built with a full clover-leaf interchange with Eglinton Avenue. This interchange of highway infrastructure along with potential access to the rail corridor led the former City of North York Planning Board to target this area as a location for “large industrial concentration” in anticipation of development expected to occur in the 1960s.

Emergence of the Don Mills Industrial District: 1960 - 1970

The 1960s was the major decade for development in the Don Mills and Eglinton area. The initial investment in transportation infrastructure and proximity to the newly opened freeway led to the development of low rise modern industrial and office buildings in a campus setting, generally surrounded by surface parking lots. A sweeping ring road (Wynford Drive – St. Dennis Drive) was constructed to link areas to the south of Eglinton Avenue East with the “prestige industrial” lands to the north of Eglinton.

Prominent office headquarters were constructed north of Eglinton Avenue East, including:

- The IBM Canada Headquarters (1150 Eglinton Avenue);
- The Ontario Regional Headquarters for Imperial Oil (825 Don Mills Road, demolished, now Real Canadian Superstore); and
- The Bata International Headquarters (59 Wynford Drive, demolished, now Aga Khan Museum and Ismaili Centre).

These buildings joined other office and institutional projects developed during this era along Wynford Drive including the Bell Canada Building, Brookfield Building and Japanese Canadian Cultural Centre.



Figure 13: Don Mills Road and Eglinton Avenue East -1976. (Source: Toronto Archives)

The lands south of Eglinton Avenue East were slower to develop. While the first residential developments in Flemingdon Park were complete in 1961, industrial lands remained vacant until the construction of the Olympia Square complex (789 and 787 Don Mills Road, now Tribeca and Foresters Building). This development also initially housed head offices for major corporations (the North American Life and Casualty Company and the Independent Order of Foresters). With the completion of the Ontario Science Centre in 1969, the majority of the development footprint in the area was complete.

Emphasizing Design in the Flemingdon Business Park: 1971-2000

In the later parts of the 1970s and early 1980s,

development in the area slowed. In 1972, the former municipality of North York introduced a District Plan identifying the area as the Flemingdon Business Park. The District Plan underscored design criteria through policies which encouraged extensive landscaping and ensured that views were visually attractive through the planting of trees and sharing of parking facilities. These policy changes coincided with the construction of structured parking facilities on existing and new non-residential developments sites.

The largest development of this era was the construction of Concorde Place east of the Don Valley Parkway, north of Wynford Drive. Like its predecessors in the area, it too was tied to transportation infrastructure as the development



Figure 14: Development Pattern Map (1970 - 1980)



Figure 15: Development Pattern Map (1980 - 1990)

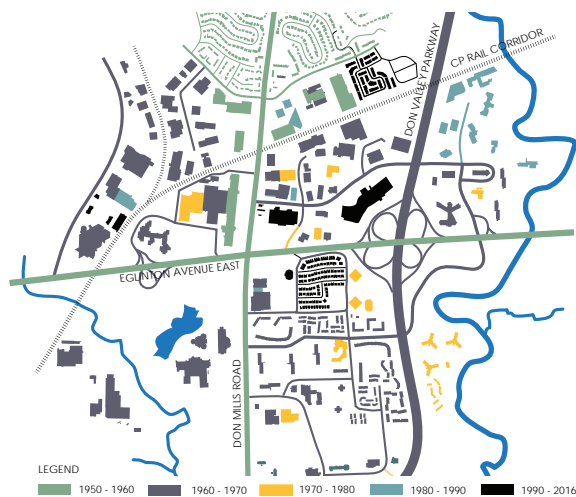


Figure 16: Development Pattern Map (1990 - 2016)

introduced new freeway ramps to the Don Valley Parkway at Wynford Drive. This development also marked the first time that significant office space (1 million square feet) was accompanied by residential development (1,050 units). Another key difference was the ownership structure for the non-residential component. Previously industrial and office headquarters in the Don Mills and Eglinton area were constructed and owned by the corporations. Instead of this arrangement, the non-residential component of Concorde Place was owned by a realty firm and space was leased to several prominent tenants for their national or regional headquarters.

An Area in Transition: 2001-present

Development spurred by the construction of transportation infrastructure began to slow, and the Flemington Business Park was hard hit by the recession in the 1990s. Since the completion of Concorde Place, few new office or manufacturing developments have been constructed. However, employment in the area has increased within the footprint of buildings in the area as employers are using existing floor space more intensely.

In the last 15 years, residential developments have developed along Eglinton Avenue on lands which had been reserved for non-residential uses. These developments included the conversion of one of the office buildings in the Olympia and York



Figure 17: Townhouses along Rochefort Drive

complex for residential units (Tribeca) and the construction of 195 low-rise residential dwelling units between Ferand Drive and Rochefort Drive. Commercial uses were introduced at the northeast corner of Don Mills Road and Eglinton Avenue East where a Great Canadian Super Store replaced the former Imperial Oil Headquarters. The former Bata International Headquarters was demolished in 2007 to make way for the Aga Khan Museum and Ismaili Centre. The introduction of these uses in the area has played a significant role in beginning to change the character of the area into one with the potential for a greater diversity of use and built form.

2.2 – BUILT CULTURAL AND NATURAL HERITAGE RESOURCES

Development patterns and eras of construction were examined through Eglinton Connects to understand the historical drivers of development which contributed to character areas along the Eglinton Corridor. This analysis was used to identify specific heritage resources and identify opportunities for the future evolution of character areas across the Eglinton corridor.

A Designed Landscape

The Don Mills Crossing Core Study Area and surrounding area of influence is an example of modern landscape urbanism. It is located between two master planned residential communities (Flemingdon Park and Don Mills) and like these developments explored new relationships between the building, the street and landscape in the modern tradition. Across the area, experimentation with new building typologies created models for living and working that were highly influential to the future of the region. Moreover, the presence of the area’s cultural institutions and foundational infrastructure, framed by the natural landscape of the Don Valley ravine system, indicates that this area of Toronto could be considered a designed landscape.

Eglinton Connects identified conservation objectives for this stretch of the Eglinton corridor including reinforcing and enhancing Eglinton Avenue East’s relationship with regionally significant natural conservation, cultural and recreation areas at the

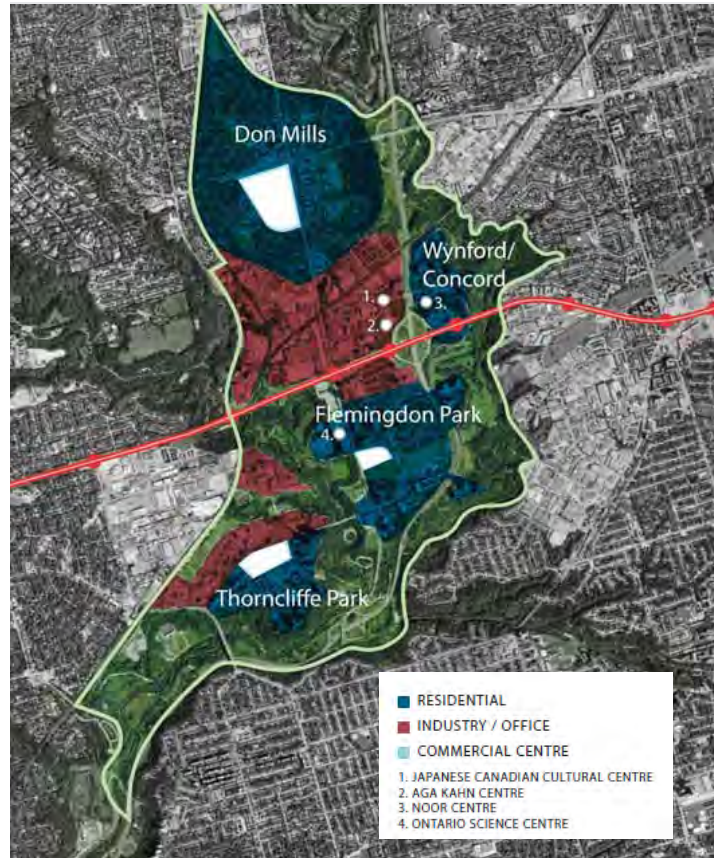


Figure 18: Large single use neighbourhoods developed by master plan along Don Valley Corridor (Eglinton Connects)



Figure 19: IBM Plant - 1954 (Panda and Associates)



Figure 20: Parkin Building - 1973 (Source: Canadian Interiors Magazine)

forks of the Don Valley Ravine system.

Heritage Resources within the Core Study Area

Eglinton Connects identified a number of potential heritage resources within the broader area of influence and two significant heritage resources within the Core Study Area on the Celestica lands.

The first is the original building on the Celestica lands at 844 Don Mills Road, constructed by IBM in 1952, and its 1954 extension. This building was included on the City of North York's Inventory of Modernist Architecture in 1997, listed on the City's Heritage Register in 2006 and recommended for designation in 2016. Designed by Clare G. MacLean, it was a symbol of IBM's technological progress beyond the company's original industrial presence in Canada. As one of the first industries to locate in Don Mills, IBM was an early contributor to the area's transformation into a significant post-war commercial and industrial centre. The "Style Moderne" building is one of the modern structures that contributed to the high design standard that characterized the future development of the Don Mills industrial area.

The second heritage resource on the Celestica lands is the IBM Headquarters building at 1150 Eglinton Avenue East. This building, designed by the architectural firm John B. Parkin and Associates, advanced the history of the IBM corporation on the site and furthered the development of the industrial manufacturing sector of Don Mills. Commonly referred to as the Parkin Building, this structure was

nominated for the Massey Medal for Architecture in 1970 and included on the City of North York's Inventory of Modernist Architecture in 1997. As a corporate headquarters for Canada, it was an innovative design approach for both IBM and Parkin and Associates. There was an emphasis on the natural topography of the ravine site in the design that contributes to the sequence of well-designed, third-quarter twentieth century Modernist structures that have come to characterize the Don Mills Crossing area.

Moving Forward/Future Study

Don Mills Crossing will carefully consider both the future evolution of the designed landscape of infrastructure and natural landscapes and the area's history of master planned communities. The heritage structures on the Celestica lands are an important part of the future planning process for those lands. It provides for a city-building opportunity that secures new investment and development in a way that celebrates the significant cultural heritage values and attributes of the Celestica lands.

Looking for a more detailed history of Don Mills and Eglinton?

Visit www.toronto.ca/donmillscrossing to see:

"Development History: Don Mills & Eglinton"



PLACE

The Don Mills Crossing Study Area is a collection of single use precincts developed at a large scale between expansive natural valleys created by branches of the Don River.

3 PLACE

3.1 – PUBLIC REALM

Parks, open spaces, streets, walkways and ravines collectively create a public realm that are an amenity for residents and workers, and serve as a focal point for gatherings and activities. The public realm consists of spaces that both help people move to and through the study area in spaces that are destinations in their own right.

Large Blocks and Wide Streets

The blocks in the study area are quite large, a legacy of the planned industrial employment and the Crosstown Highway interchange which never materialized. The average block size in the study area is significantly larger than other urban areas of Toronto. Figure 21 shows the scale of the Core Study Area over an area of downtown Toronto. A notable different scale of streets and blocks which characterizes a more urban mixed use environment. Figure 22 illustrates the difference between this finer grain urban fabric and what exists in the Core Study Area and its immediate context.

The large blocks combined with wide streets present difficult walking conditions and limited connectivity or public space. Don Mills Road (30 meter width) and Eglinton Avenue East (45 metre width or more) are particularly wide arterial streets with large setbacks and limited crossings. For example, there is no ability to cross Eglinton Avenue East between Don Mills Road and Leslie Street, a distance of 950 metres.

As demonstrated in Figure 23, pedestrian routes follow the street network making it difficult to circumvent large blocks. In Flemingdon Park, some of the larger residential blocks contain off-street pedestrian routes to access main entrances to buildings. However, these private walkways are not always connected in a legible way and often do

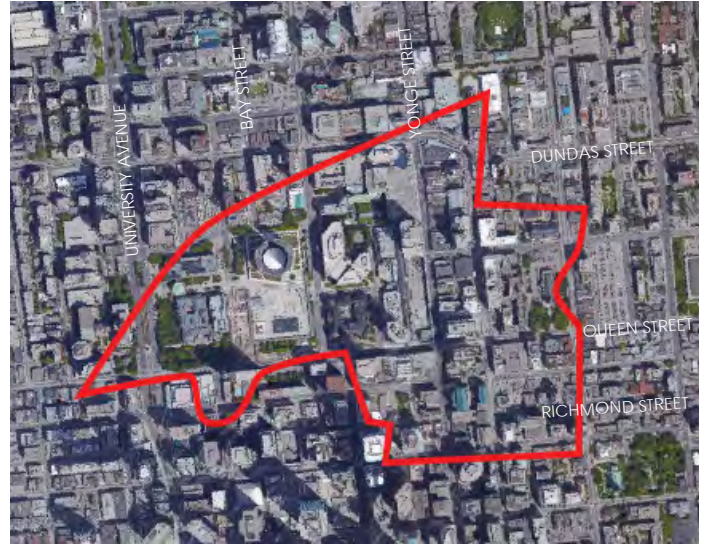


Figure 21: Core Study Area overlaid on Downtown blocks



Figure 22: Downtown blocks overlaid on Core Study Area

not provide a connection through the entire block. These private walkways may also not provide the levels of surveillance and safety typically afforded by public sidewalks.

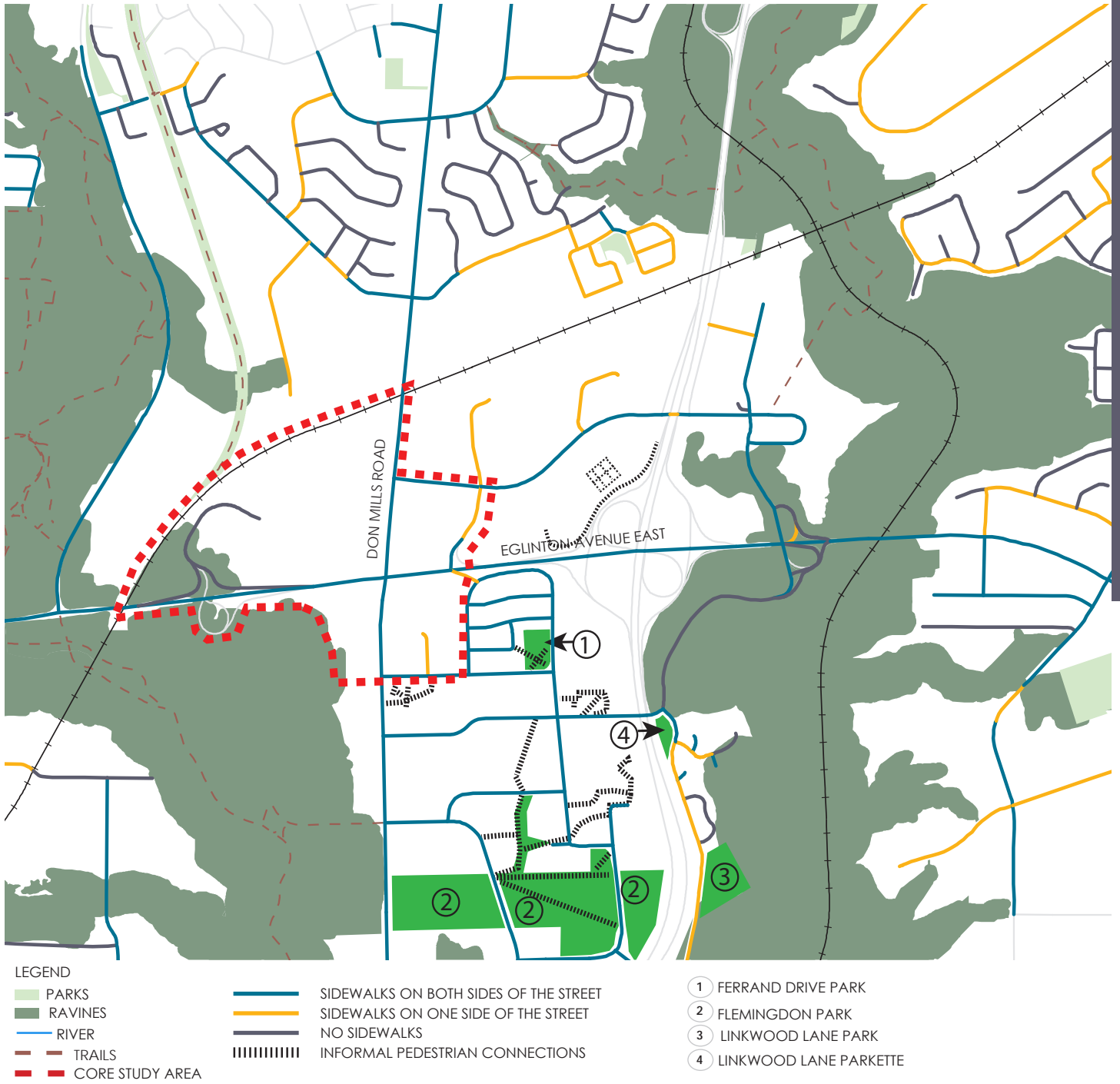


Figure 23: Don Mills and Eglinton Public Realm

Unsupported Streetscape and Pedestrian Conflicts

While all public streets within the Don Mills Crossing area have sidewalks on at least one side of the street, they are typically either on the curb or are accompanied by only a small buffer insufficient for street tree planting.

Eglinton Avenue East is punctuated by “expressway style” intersections with channelized turning movements. This type of intersections provide for and induce greater automobile speeds, causing potential conflicts with pedestrians and cyclists. Examples of these conditions include the full clover leaf access to the southern portion of the Celestica lands, channelized turn lanes at Ferrand Drive and Gervais Avenue, and the interchange with the DVP. Construction of the Crosstown LRT will result in some streetscape changes that will improve conditions along Eglinton Avenue East, but beyond the corridor, channelized turning lanes will continue to exist even at intersections of local roads.

The majority of pedestrian amenity is provided through trees and landscaping in the large setbacks presented by most buildings, both residential and non-residential. While providing a passive amenity for pedestrians, the large setbacks limit the ability of built form and active uses to support the public realm. This relegates the public realm associated with the street network to function as links, rather than destinations in their own right.

Parks and Open Spaces are not well connected

There are no public parks in the Core Study Area, however, a Publicly-Accessible Private Open Space (POPS) was recently secured as part of the approval of the Sonic Condos development at 835 Eglinton Avenue East. In the area of influence, a range of public parks exists as follows:

Ferrand Drive Park is a 0.87 hectare neighbourhood scale park at the corner of Ferrand Drive and Rochefort Drive containing a playground and open play field. It is fronted on two sides by rear yards of adjacent development but connected via pedestrian walkway to Wilket Creek Road.



Figure 24: Channelized turning movement and crossing Gervais Avenue at Eglinton Avenue East

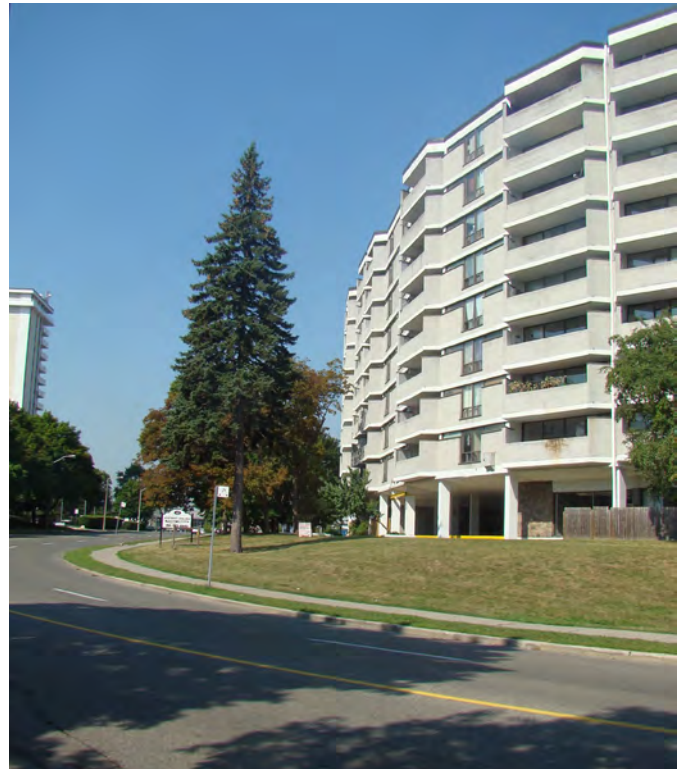


Figure 25: Landscaping and pedestrian amenity in private setback along St. Dennis Drive



Figure 26: Flemingdon Park

Flemingdon Park is nearly 14 hectares, largely within the hydro corridor, and contains a number of recreation facilities (track, playground, baseball fields and soccer fields) and a community garden. It is connected to public streets via public walkways and in some areas is contiguous with school yards, expanding the open space footprint.

Linkwood Lane Park is a 2 hectare park east of the Don Valley Parkway and partially within the hydro corridor. It contains a playground, baseball field and soccer field. Although adjacent to the east Don Valley, it is not connected because of steep grades on the valley edge.

Linkwood Lane Parkette is a 0.37 hectare parkette at the corner of Linkwood Lane and St. Denis Drive which is unprogrammed. The park is encumbered by a hydro transformer.



Figure 27: Ferrand Drive Park

It should be noted there are no public parks in the employment area north of Eglinton Avenue East. The Aga Khan Park on the site of the Museum and Ismaili Centre is a significant open space accessible to the public, although not owned by the City. In the Wynford Concorde community, there are no public parks but a trail connection to the East Don River valley which is owned and maintained by the City.

Valley System

Surrounding the Don Mills Crossing Core Study Area, there are large changes in elevation, from north to south, influenced by the Don River valley, a significant open space resource. To the west, the valley lands include E.T. Seton Park, nearly 60 hectares of trails, recreational space and natural areas which extend further north and south as part of the Don River Valley system. To the east, the Charles Sauriol Conservation Area is another significant public realm resource.

However, the valley system of the public realm is poorly connected to the Don Mills Crossing area. Only two public connections exist and both are difficult to access for individuals with mobility challenges. The Wynford Concorde area enjoys a connection to the East Don Valley off Wynford Heights Crescent. A connection to the West Don Valley and E.T. Seton Park is found at the base of a steep driveway on the Ontario Science Centre site. Accessing the valley system is otherwise constrained by steep grades or barriers presented by private land uses including private residential development, the CPR rail corridor or the adjacent Flemington Park Golf Club.



Figure 28: Informal Trail in Don Valley ravine.

Moving Forward/Future Study

Don Mills Crossing will look at ways to improve the public realm by developing a network of connected public spaces where people can gather, sit, walk and play by:

- Creating an urban structure that is tied together by a robust and connected public realm network, including new streets and walkways to improve public circulation routes between key locations.
- Enhancing streetscapes that are supported by built form and active uses so streets and sidewalks are places as much as they are connective links.
- Setting a framework to secure new parkland with redevelopment located in strategic locations that maximize accessibility and/or expand existing public parks.
- Improving and increasing the number of connections from the study area to the surrounding ravine system to enhance accessibility to this important resource.



Figure 29: Formal Trail Connection to East Don Ravine.

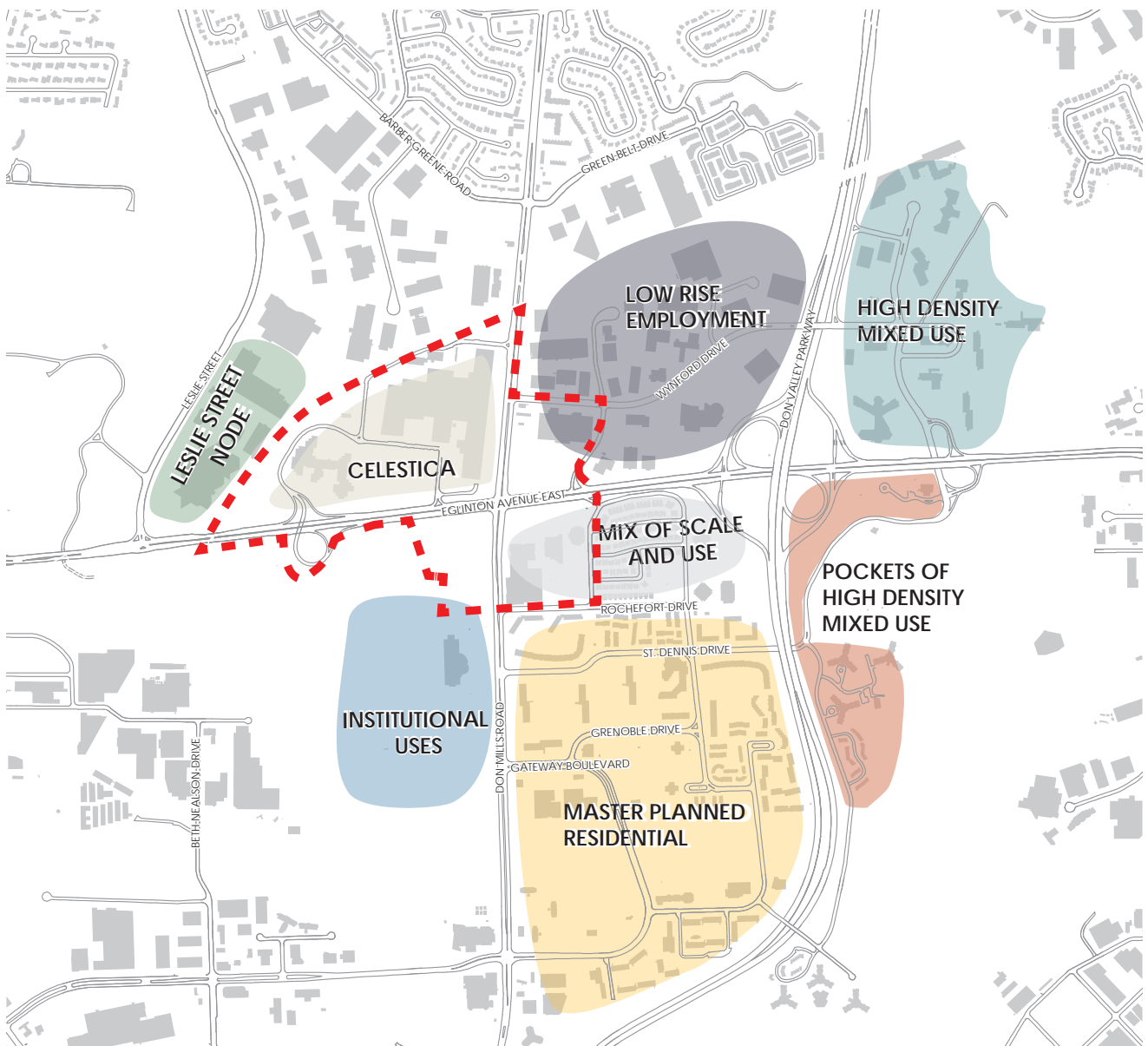


Figure 30: Built Form/Land Use Precincts

3.2 – BUILT FORM AND LAND USE

The location, height and form of buildings influences how an area looks and feels but also how it is used. The Don Mills Crossing area has, for the most part, yet to experience a full second wave of urbanization. While some infill development has occurred on larger sites, the block structure and large single use districts within the area of influence remains largely unchanged.

The area is typified by campus style development patterns, irrespective of land use. Buildings cover very little of sites and are surrounded by generous

landscaped setbacks and typically surface parking. An exception to this is a low density neighbourhood along Ferrand Drive developed south of Eglinton Avenue East. The lower scale of built form and a finer grain of streets found in this location is quite different from the wide streets and large blocks that characterize the prevailing development patterns. Without a finer grain of land use being introduced through infill redevelopment, what has emerged over time are a number of large precincts where built form typology and land use are closely tied.

Low Rise Employment Uses North of Eglinton East

The employment uses north of Eglinton Avenue East are characterized by 1-5 storey office and light industrial buildings. The tallest buildings in this precinct are 8 and 9 storey buildings along Eglinton Avenue East. Like the lower scale buildings, these taller structures are also characterized by large floor plates to allow for a range of non-residential uses including offices, technical schools, medical uses, a post office and self storage. This precinct is characterized by green, campus style setbacks and significant amounts of surface parking, although some buildings do have structured parking. The typology of these employment buildings extends east of the Don Valley Parkway to north of Wynford Drive in the Concorde Corporate Centre, which was constructed in the 1980s.

Mix of Scale and Use Amid Infill South of Eglinton East

South of Eglinton Avenue East between Don Mills Road and the Don Valley Parkway is the most diverse area from a built form and land use perspective, containing office uses, residential uses and a place of worship. At the southeast corner, the Forresters office building and Tribeca Lofts is a mixed use site, though the loft building was originally constructed as an office tower. However, despite the new use introduced with the conversion, the large coarse block structure endured. Office towers at 150 and 250 Ferrand Drive are organized on a large block around an elevated concourse and parking structure.

Recent redevelopment and infill have introduced additional residential uses. The low scale residential uses bound by Ferrand Drive were developed with a finer grain of streets and blocks. Similarly, a recent approval for a high density residential development (Sonic Condos, 1185 Eglinton Avenue East) in the Forresters block provides a range of built form (lower scale and high rise) while introducing a new public street and pedestrian connections.

Master Planned Residential in Flemington Park

Flemington Park is a master planned community of predominantly low-and mid-rise development with



Figure 31: Employment buildings north of Eglinton Avenue East



Figure 32: Low rise residential south of Eglinton Avenue East



Figure 33: Low scale built form in Flemington Park built above parking structures exhibiting poor grading relationships with the street



Figure 34: Flemingdon Park, a master planned community

some tall buildings (17-27 storeys) southeast of the Core Study Area. The lower-scale buildings are generally built atop below grade parking structures, which in some cases makes for unusual grade relationships with the public street. As a result, most front doors to residential units are accessed from internal private walkways and not directly from the sidewalk. This is a trait that is shared with larger, denser buildings in this precinct. A number of play structures and private seating areas are found within the various courtyards and landscaped setbacks that characterize the developments in this precinct.

Pockets of High Density East of Don Valley Parkway

East of the Don Valley Parkway and south of Eglinton Avenue East, pockets of high density developments punctuate the valley lands along St. Denis Drive and Linkwood Drive. These primarily high rise residential developments are organized around internal private circulation systems and usually built right to the edge of the natural valley features adjacent to the East Don Valley and the Flemingdon Park Golf Club.

High Density Mixed Use Blocks In Wynford Concorde

Along Wynford Drive east of the Don Valley Parkway, the tallest residential buildings in the study

area are built right to the edge of the valley. The high density buildings in this precinct are master planned communities within their own sites with significant private amenities in the form of tennis courts, swimming pools and manicured landscaped areas. The older building stock applies similar “tower in the park” typology adjacent to the natural setting in the ravine. Separate from these buildings along the Don Valley Parkway, a series of higher density office buildings have been constructed on large blocks with a mix of surface and below grade parking. The Wynford-Concorde precinct is one of the few places in the study area where recent



Figure 35: Employment buildings at 1 and 3 Concorde Place (Google Images, 2016)

infill development has taken place. However, the new residential towers and seniors residence on the site of the Don Valley Hotel have not added public connections or a mix of land uses to the precinct.

Leslie Street Node in Transition

Lands between Leslie Street and the CP Rail Corridor north of Eglinton are transitioning from previous use as a hotel site. Beginning in 1995 when residential uses were introduced to the property, intensification and infill have been in a more modern tower typology. However, this infill development is still master planned for a single use, despite the land's designation for mixed use, with limited public connection to the adjacent public realm. Early residential buildings were constructed with heights between of 13 – 20 storeys, but new applications on the Inn on the Park site are proposed at 28 – 39 storeys.

Significant Institutional Uses Throughout the Study Area

The Don Mills Crossing Area of Influence is home to a number of major institutional uses, including places of worship. The Ontario Science Centre, Aga Khan Museum and Ismaili Centre, the Japanese Canadian Cultural Centre and Noor Cultural Centre are significant institutional uses, mostly located along Wynford Drive. These major institutional uses are joined by technical schools and places of worship primarily located north of Eglinton Avenue East.



Figure 36: Aga Khan Museum at 77 Wynford Drive

Suburban Style Retail Uses

There is a limited amount of retail use in the Don Mills Crossing Area of Influence. The three main retail sites (Retail Canadian Superstore, Flemingdon Park Shopping Centre and Wynford Plaza) are suburban style retail sites, with their buildings set well back from the public sidewalk limiting direct pedestrian access from the street. Although some infill development on the Flemingdon Park Shopping Centre has brought retail uses closer to the public sidewalk, most main entrances continue to be oriented towards interior parking facilities.

Vacant and Underutilized Lands in the Core Study Area

Although the Don Mills Crossing area is broadly diverse in terms of use and built form typology, the Core Study Area consists of a number of vacant parcels of land. The main built form presence are the large industrial building and vacant office building on the Celestica lands northwest of the intersection and the Foresters office building and Tribeca lofts southeast of the intersection. The Loblaw's Real Canadian Superstore and an Esso gas station are the only other buildings in the Core Study Area, otherwise comprised of vacant lands and surface parking lots, the majority of which are in public ownership. This relatively open canvas in the Core Study Area is a great opportunity for a rich diversity of built form to be considered through Don Mills Crossing.



Figure 37: Vacant land parcel at the south-east corner of Don Mills Road and Eglinton Avenue East

Moving Forward/Future Study

Don Mills Crossing will evaluate built form options to help guide potential development in the area that will enhance the physical environment and pedestrian experience by:

- Establishing a hierarchy of built form and density to create a transit supportive environment that fits into the broader urban structure of the City.
- Exploring a diverse mix of uses with an emphasis on retaining and expanding office uses in proximity to transit, and introducing more retail options to support local residents and employees.
- Determining how built form controls, through existing City-wide guidelines can be applied, or developing new area specific urban design direction, to ensure buildings are sited in a way that respects natural settings and fits within the planned context.

3.3 – NATURAL ENVIRONMENT

Toronto's parks, ravines and green spaces are vital to the health and well-being of its residents. In addition to their ecological benefits, they provide recreational and leisure opportunities, and contain important city infrastructure such as roads, bridges and hydro lines. Understanding existing conditions in E.T. Seton Park will inform how to accommodate future development around the Don Mills Road and Eglinton Avenue East intersection without impacting the natural heritage of the area. The sensitivity, form and functions of the terrestrial and aquatic natural heritage features within E.T. Seton can be used to inform ecosystem management strategies to help guide future development.

A Built Environment Surrounded by Nature

Aerial photos from 1954 show almost no forest cover in the Study Area with the exception of a few scattered patches along the valley margins. The Eglinton Avenue extension brought a wave of urbanization which, by 1971, replaced the remaining agricultural land in the area. Today, this urbanized area sits on the table lands between the east and west branches of the Don River. There are more than 120 hectares of parks, trails and natural areas just outside the Don Mills Crossing Core Study Area. These include E.T. Seton Park which contains an Environmentally Significant Area (ESA), the Leaside Spur Trail and Moccasin Trail Park among others which follow the Don Valley ravine on the east and west. There are two existing connections into the ravine system – one through the East Don Trail in the Wynford-Concorde area and the second into the West Don through the Ontario Science Centre site.

The initial analysis of the natural features focused on valley lands along the west branch of the Don River that contain E.T. Seton Park. This park and natural area is comprised of valley walls and a flatter valley floor and is approximately 93 hectares in size. It follows a 1.7 kilometer length of the West Don River (a tributary of the Don River). The land is well-vegetated and acts as a natural corridor for wildlife travelling north-south.

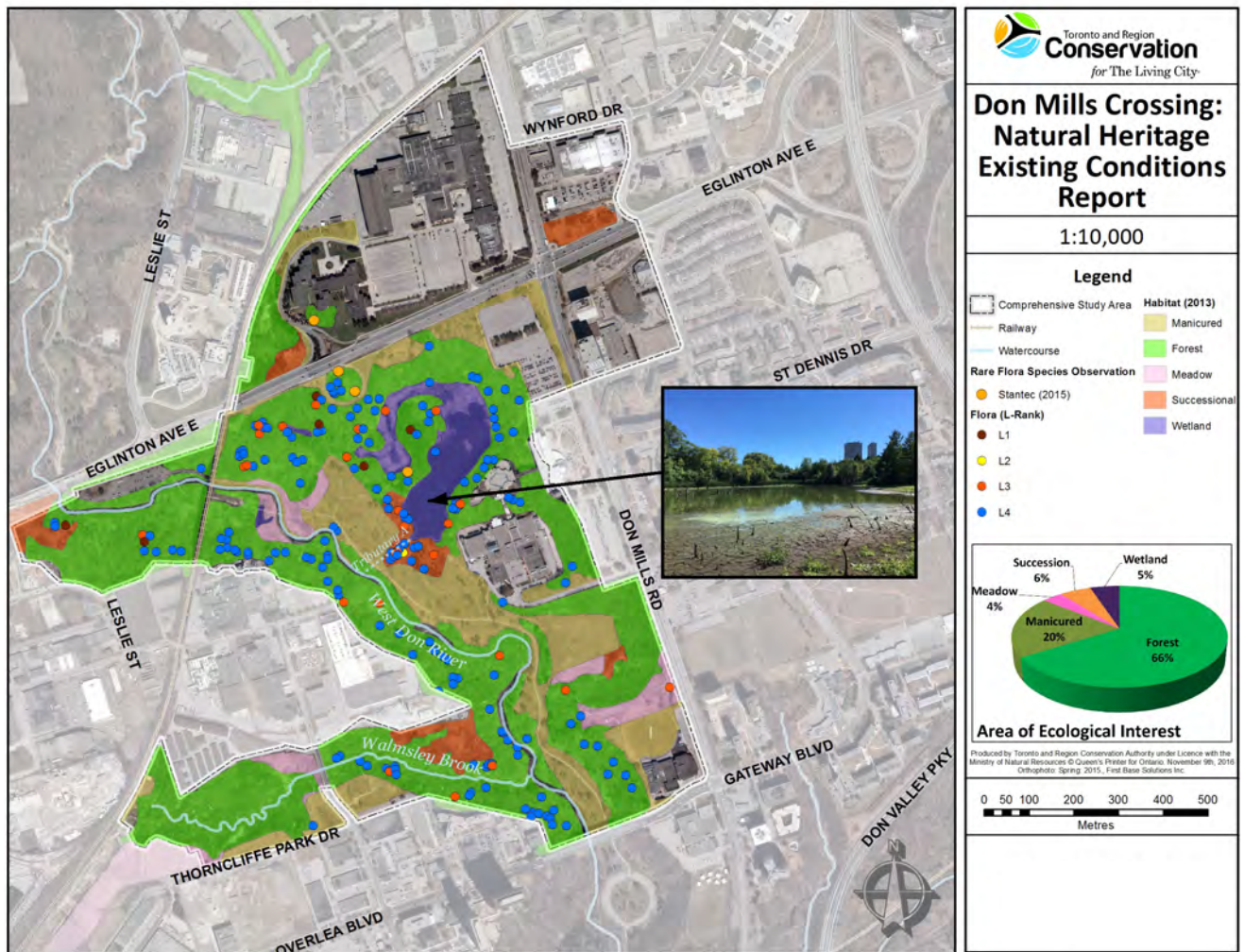


Figure 38: Flora species and wetland feature in E.T. Seton Park (TRCA)

A Sensitive, Resilient Ecosystem Under Pressure

E. T. Seton Park contains a number of provincially and municipally significant natural heritage interests. The City recently designated portions of the park as an ESA. The park comprises the southern portion of an Areas of Natural and Scientific Interest (ANSI) that contains Significant Valleylands, Significant Woodlands and a large wetland which is designated as a Provincially Significant Wetland. The Park also contains Significant Wildlife Habitat such as a Shorebird Migratory Stopover Area and Turtle Wintering Area and a number of sensitive species such as snapping turtles and chimney swifts.

Since the 1950s, the Park has faced a number of stresses including alterations to the natural flow regime, dumping of waste and organic

material, urban encroachment and an increase in recreational users. These stresses have resulted in the disturbance of sensitive terrestrial and aquatic habitats and species. The development spurred by the Eglinton Crosstown could potentially add to existing pressures and demands on the natural environment if not properly mitigated.

Integrating Natural Interests with Growth

The existing conditions and potential challenges were reviewed in the context of development limits and buffers, site servicing, ecological design, access and ecosystem health and resiliency. Geotechnical analysis was also undertaken to determine development and infrastructure limits for table lands southwest of Eglinton Avenue East. A number of recommendations emerged from these investigations which outline how natural heritage

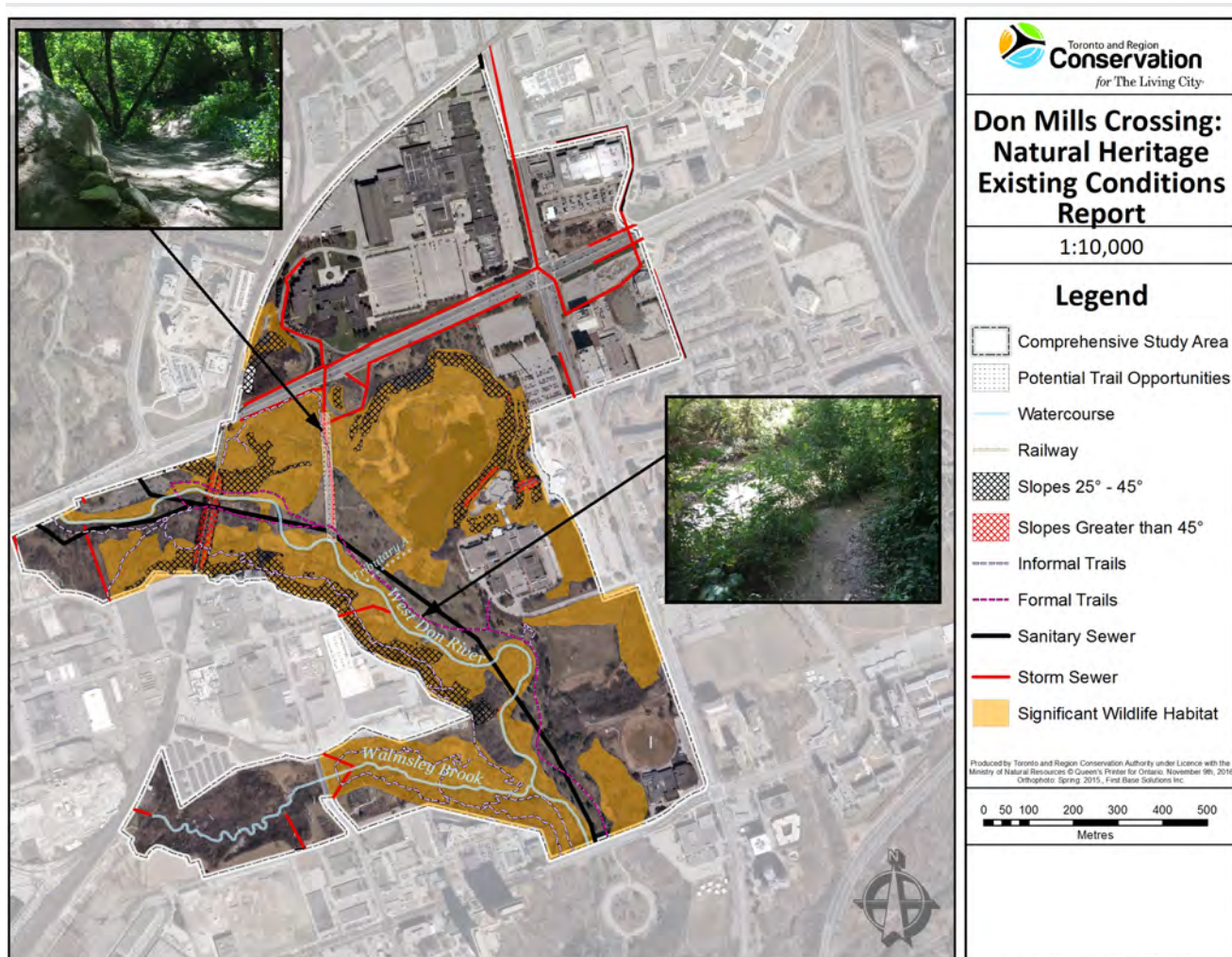


Figure 39: Trail constraints and opportunities to connect ravine land with the Core Study Area (TRCA)

can be protected and balanced with the growth and change being planned for through Don Mills Crossing.

Identification of the natural heritage system boundaries allows for servicing and other infrastructure to be located beyond these limits or immediately adjacent to the Eglinton Avenue East right of way. Improving connectivity to the ravine system can be encouraged through new trails, provided they are located in areas that have already been disturbed and done in concert with the reduction of informal trails through areas containing Significant Wildlife Habitat. Habitat connectivity can be maintained and enhanced by increasing tree canopy within E.T. Seton Park and upland areas. Within redevelopment areas, the hydrology of the natural system can be considered

with a preference to redirect storm flows away from E.T. Seton Park while managing sediment and erosion control details of construction.

Connecting the Built Environment to the Natural Environment

The City of Toronto is developing a Ravine Strategy to guide policy, future investment and stewardship related to ravines. Connecting people to the ravine system in a safe and sustainable way is a core value of the Strategy, and one emerging action is identifying potential portals based on planned investments, and the assessment of future demand and vulnerabilities.

Although Don Mills and Eglinton was urbanized largely in the 1960s, and more than 50,000 people live or work in and around the area, there are only

two formal connections to the Don Valley ravine. The Don Valley ravine is a popular amenity and natural asset for the area, but one that is not well integrated with the adjacent community. The work of Don Mills Crossing can be a valuable input into the examination of access locations and potential improvements to this important asset being undertaken through the Ravine Strategy. Ensuring alignment between Don Mills Crossing and the Ravine Strategy processes will support the ecological and recreational functions of the natural system.

Moving Forward/Future Study

Work completed during this phase of Don Mills Crossing confirmed natural heritage interests which may be impacted by future growth. Using these key findings and recommendations, Don Mills Crossing will develop strategies for growth that will protect natural heritage features and functions to support a healthy and resilient ecosystem by:

- Identifying the boundaries of the natural heritage system and establishing appropriate setbacks and buffer widths for new development.
- Identifying new trail connections to the ravine that minimize disturbance to natural habitat and minimize the number of informal trails.
- Identifying appropriate sites for storm water facilities and outfall alignments.
- Exploring opportunities for sites within the Don Mills Crossing area to be considered potential portals or gateways into the ravine.



Figure 40: Natural areas below top of bank near the Ontario Science Centre

Looking for more detail on the Natural Environment?

Visit www.toronto.ca/donmillscrossing and navigate to the Studies & Reports tab to see: “Don Mills Crossing Natural Heritage Existing Conditions Report” and “Report on Slope Stability - Don Mills and Eglinton”

3.4 – MOBILITY

A legacy of the era during which it was primarily developed, the Don Mills Crossing area is organized around the movement of private vehicles, a context into which significant transit investment is being made. Today, people come to and move through the Don Mills Crossing area in many different ways, including walking, cycling, public transit and private vehicle. The existing transportation conditions in the Don Mills and Eglinton area were examined to understand travel behaviour and future changes that may occur with the implementation of the Crosstown LRT.

Interrupted street networks constrain key travel routes and intersections

The physical barriers of the rail corridor, river valleys and the Don Valley Parkway interrupt the street network, causing arterial streets to be heavily used with most trips passing through only a few key intersections. Over 90,000 total trips across all modes pass through the intersection of Don Mills Road and Eglinton Avenue East daily as these streets are the

only fully connected arterial roads in the north-south and east-west directions. Key intersections along Eglinton Avenue East are frequently congested and experience high collision rates. This is due to both high volumes but also the size and complexity of the intersections originally designed to support an employment centre at a highway interchange.

Low connectivity for active transportation in areas surrounding future transit stops

The Core Study Area demonstrates a lower level of connectivity for streets as well as active transportation modes, lower than typical inner suburban areas. A walk-shed analysis for four Crosstown LRT stations (Sunnybrook Park, Ontario Science Centre, Aga Khan Park & Museum and Wynford) reveals 8,780 residents and 3,620 workers within a 500 metre walking distance of future stops while 19,825 people and 16,580 employees are within 800m walking distance. This is low compared to higher density areas. The connectivity analysis demonstrates some parts of the transportation area of influences area provide very poor connectivity

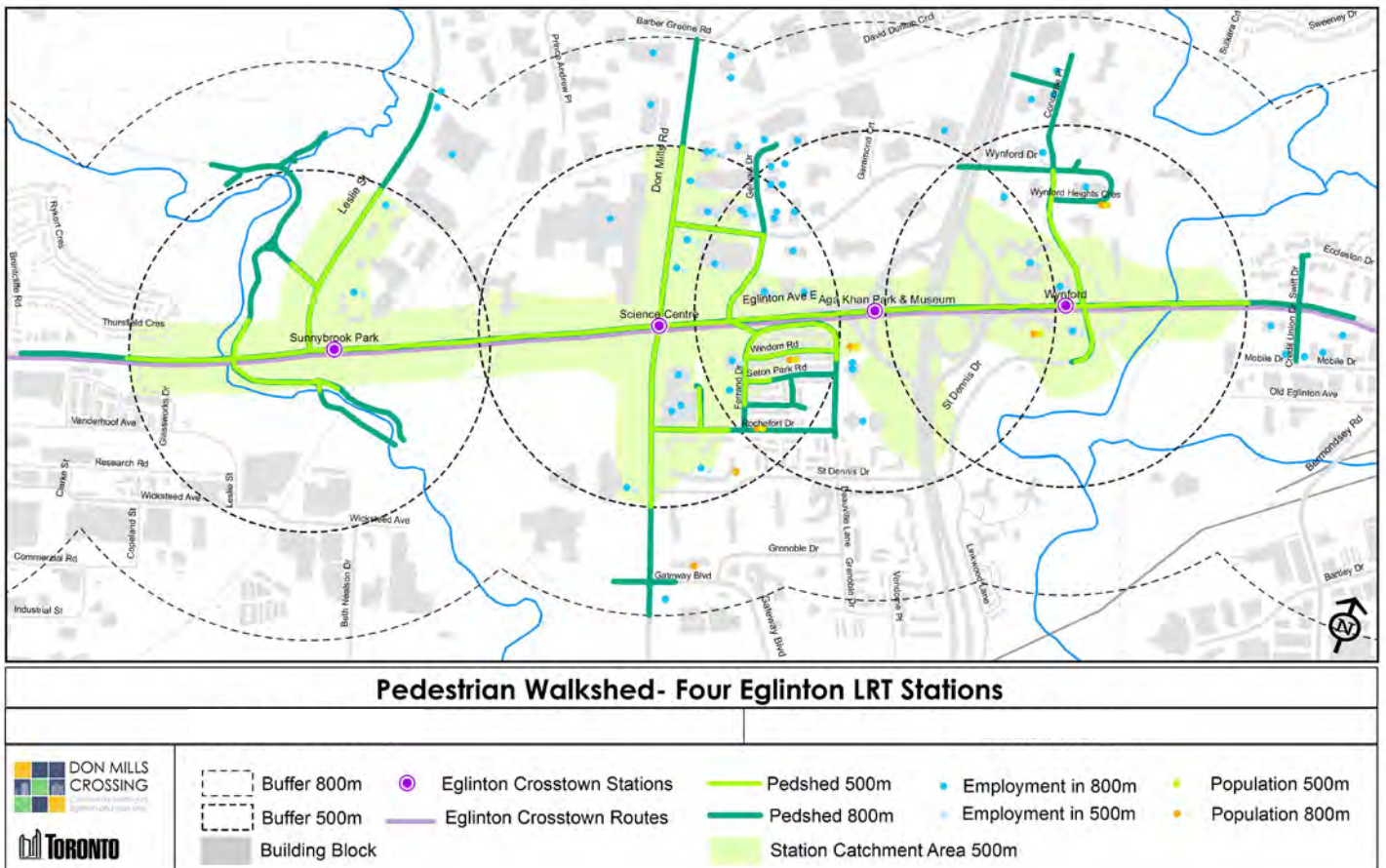
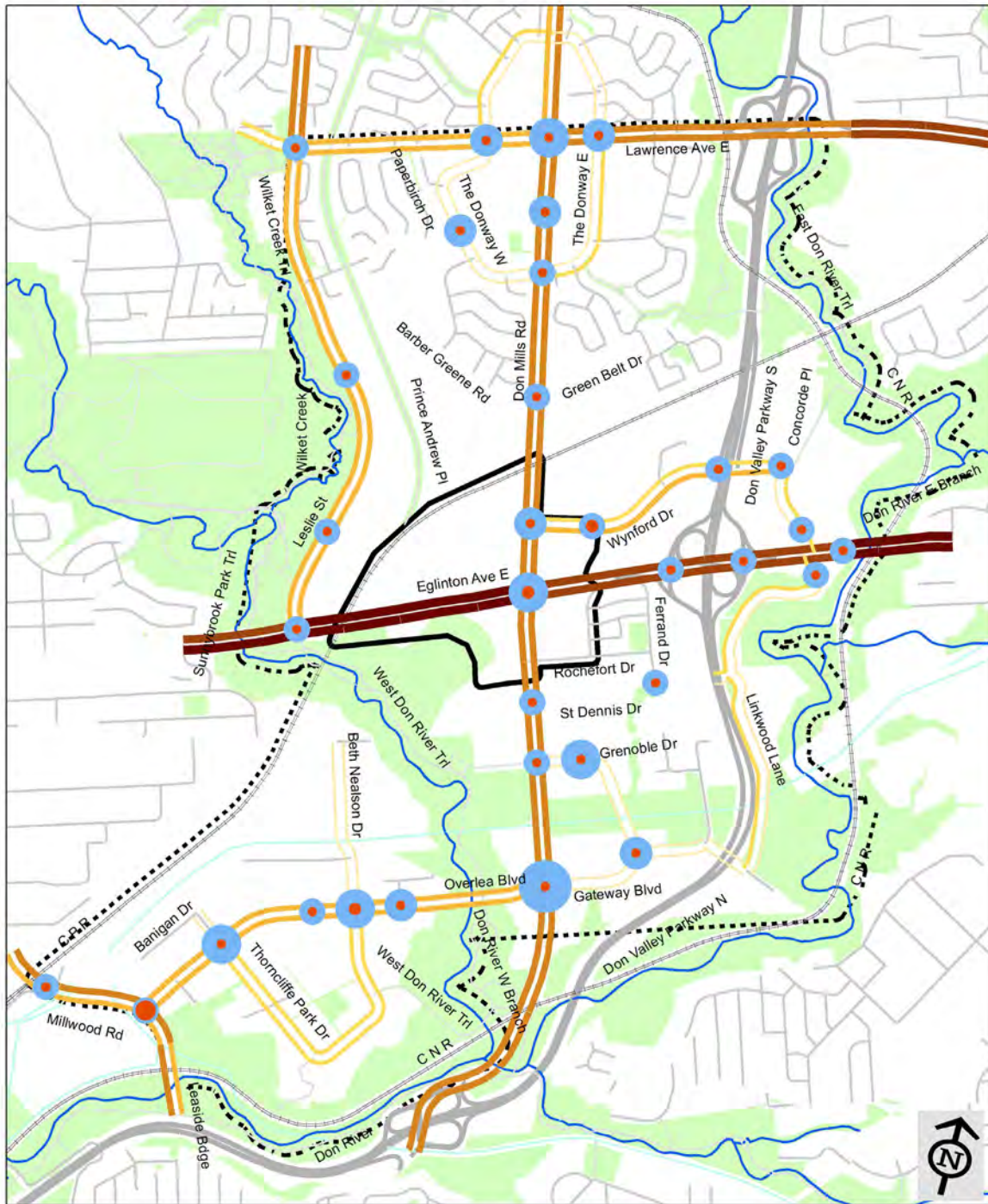


Figure 41: Analysis of population and employment within pedestrian shed of four future LRT stops



Volume of People on Streets

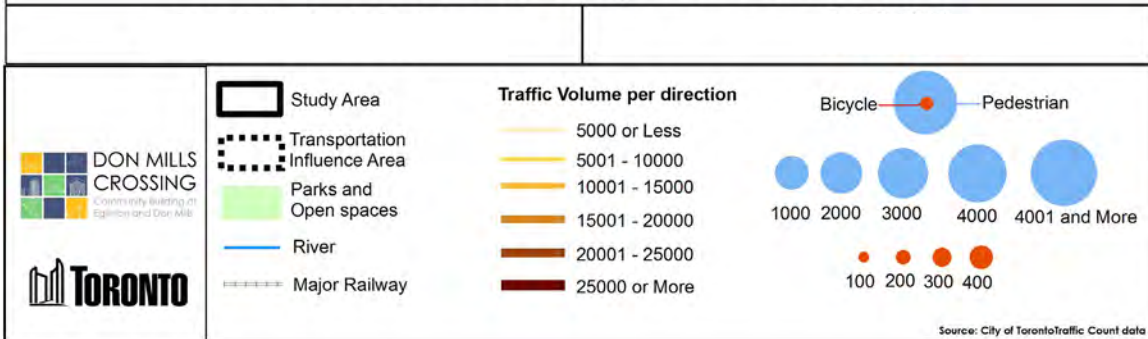


Figure 42: Daily Vehicular, Pedestrian and Cycling Volumes

due to a lack of streets with some locations not even meeting minimum thresholds of pedestrian connectivity. This disconnected network is a result of cul-de-sacs, discontinuous sidewalks or lack of cycling facilities along with naturally occurring or constructed physical barriers, as outlined above.

Arterial transit operating near capacity and limited local transit

Growing transit demand is one of the key transportation trends in the overall area which until the Crosstown LRT becomes operational is serviced only by TTC bus. Overall, half of all buses are full during peak periods and some routes (such as the Don Mills and Lawrence routes) operate at near or over capacity conditions. The interrupted street network and circuitous routes have created a 'local transit desert' within the neighbourhoods, leading to lower usage and longer travel times for non-arterial bus service. Despite the concentration of transit at key locations, such as Don Mills Road and Eglinton Avenue East, pedestrian activity to access transit remains relatively low due to lack of comfort, safety concerns and absence of amenities for transit users.

Active transportation persists despite difficult physical conditions

Complex intersections, wide streets and physical barriers pose numerous challenges to walking and cycling. Accessibility concerns exist as stairs are often necessary to overcome grading challenges presented by the varied topography. Very low connectivity and lower numbers of pedestrian crossings were observed in most of the neighbourhoods even those with higher transit usage. Flemingdon Park has a high proportion of pedestrian activity but a lack of midblock crossings, which leads to longer walk times and difficult walking conditions to major destinations.

Don Mills Road, Millwood Road and the ravine trails contain some of the higher cycling volumes in the study area. Although the cycling share of trips is low as a percentage of total trips, total cycling volume is higher than high-density centres in Toronto such

as the area around Yonge Street and Sheppard Avenue. These high volumes exist despite a general lack of cycling infrastructure and conditions such as high speed vehicles and complex intersections which typically deter cyclists.

Distinct Neighbourhood Travel Patterns

Distinct travel patterns exist across the varied neighbourhoods within the transportation area of influence. This is in contrast with the general trend that travel behaviours tend to be more homogeneous as the area being examined gets larger. For example, Thorncliffe and Flemingdon show a very high use of transit, walking and cycling. Wynford-Concorde and the residential neighbourhoods north of the rail corridor have



Figure 43: Significant grade change with overpass above Wynford Drive and St. Dennis Drive require stairs to navigate



Figure 44: Leaside Spur cycling trail north of the rail corridor and Core Study Area

higher vehicle usage. The majority of trips are made by vehicle rather than transit, walking or cycling. Overall, roughly 42% of trips are made via transit, walking and cycling. Only 10% of trips travel to downtown and data shows less than 20% of trips originate from outside of Toronto underscoring the local nature of travel described below.

A significant proportion of vehicle trips are made within a short distance of the study area

Roughly three quarters (75%) of total trips to and from the transportation area of influence stay within a 10x10km area (Bayview-Bloor-Victoria Park-Highway 401), while the percentage of trips within the area of influence is 16%. These are relatively high proportions given the context of Don Mills Crossing as a regional employment centre. However, most of the local trips (60%) are completed by vehicle, including school trips which contribute roughly one-third of traffic in the morning peak periods. The local nature of travel indicates long distance

transportation options are not as necessary to address transportation issues. The focus will be more on trip lengths which are observed in the shorter “urban” range of approximately 5-6 kilometers. Converting these short trips from vehicles to more sustainable modes will be a way to address some of the capacity issues facing the street network in the study area. Making walking, cycling and transit attractive and increasing the mix of land uses will be a key opportunity to explore as part of the future transportation planning undertaken in subsequent phases of Don Mills Crossing.

Importance of Streets for People Approach

Toronto's Official Plan transportation policies provide for moving people and signal the need to redistribute space within public right-of-ways towards sustainable transportation users and making streets function as a place in their own right as well as a link.

The nature of the local travel behaviour was



Figure 45: Intersection of Don Mills Road and Eglinton Avenue East

revealed when a “person throughput” analysis was performed instead of traditional vehicle-focused traffic analysis. Person throughput analysis takes into account how many people could be moved given certain streets or intersections rather than solely focusing on vehicular function. For example, at the Don Mills and Eglinton intersection, 40% of the person trips through the intersection are via transit, cycling or walking. However the geometry and layout of the intersection dedicates less than 25% of the space in the intersection to these modes. Conversely, over 75% of the space in the intersection is dedicated to moving vehicles which are only 60% of the total trips.

Moving Forward/Future Study

The Phase 1 review of existing transportation conditions has identified a number of areas of future investigation to provide a broader range of mobility options in the Study area. Taking advantage of new transit infrastructure through improved access and seamless transportation systems will be a key focus of future transportation solutions. This includes adopting a comprehensive multimodal planning approach focused on:

- Implementing transit and active transportation strategies that focus on shifting local trips to sustainable modes, such as cycling, transit and walking.
- Addressing observed travel behavior which shows a high proportion of short distance trips to and from the study area which are currently made in private vehicles.
- Providing convenient access to public transportation interchanges with new streets



Figure 46: Don Mills Road looking south from Rochefort Drive

or pathways to encourage more ridership to existing or future transit facilities.

- Advancing in parallel with the development review process one or more potential Environmental Assessment processes can explore and identify connections across the CP Rail Corridor and/or Eglinton LRT Corridors, along with the potential for reconfiguration of the existing access ramps to the Celestica lands.
- Introducing complete street designs to implement a safer crossing environment, and a more comfortable walking and cycling experience that will further enhance mobility options for the residents and employees.
- Develop a conceptual plan for the Don Mills Crossing portion of the Eglinton corridor to realize the design recommendations of Eglinton Connects for implementation as new connecting streets and private development are introduced along this segment of the Crosstown LRT.
- Exploring connections across the natural valley, rail corridors and the expressway particularly for active transportation modes, which supports local and shorter trips and removes barriers presented by the challenging local topography of the area.
- Advancing intelligent traffic management systems and mobility options with solutions based on smart technologies to fill current service gaps and access issues for local trips.
- Promoting creative design ideas that can be advanced to inform approaches to site planning that maximize opportunities for sustainable transportation modes.



Figure 47: Construction staging for Crosstown LRT

Looking for a more details on mobility and transportation?

Visit www.toronto.ca/donmillscrossing and navigate to the Studies & Reports tab to see: "Don Mills Crossing Transportation Phase 1 Report"

3.5 – SERVICING INFRASTRUCTURE

The majority of water and sewer infrastructure in the Don Mills Crossing servicing area of influence dates back to the original development of the area. Age of the infrastructure aside, the fact that there has been limited additional development in the area has meant that the water and sewer infrastructure has remained adequate to service the intensity of use for which it was originally engineered. As intensification is spurred by the introduction of the Eglinton Crosstown LRT, understanding the state of the network and potential capacity concerns is an important step to service future growth.

Watermain Distribution Is Adequate in Aging Infrastructure

Based on hydrant flow testing, pressures and flows within the watermain distribution network in the area of influence appear to be adequate to meet existing demands for pressure and flows. The aging pipes appear to be functioning well but may

require upgrades or improvements to maintain performance. Some water mains will be replaced through the construction of the LRT portal, but beyond the immediate transit station, no upgrades are planned. A static steady state watermain distribution model is being prepared for existing conditions that can be used to study impacts of future demands in the area through the next phase of Don Mills Crossing.

Localized Sanitary Capacity Concern Requires Future Study

To determine existing conditions, a design flow sewer capacity analysis to the trunk connection point within the area of influence indicates that there is adequate sanitary capacity in the system. This analysis was based on 2011 census population data to determine existing demand. However, some localized segments of concern have been identified which may require further investigation, particularly to the east of Don Mills Road.

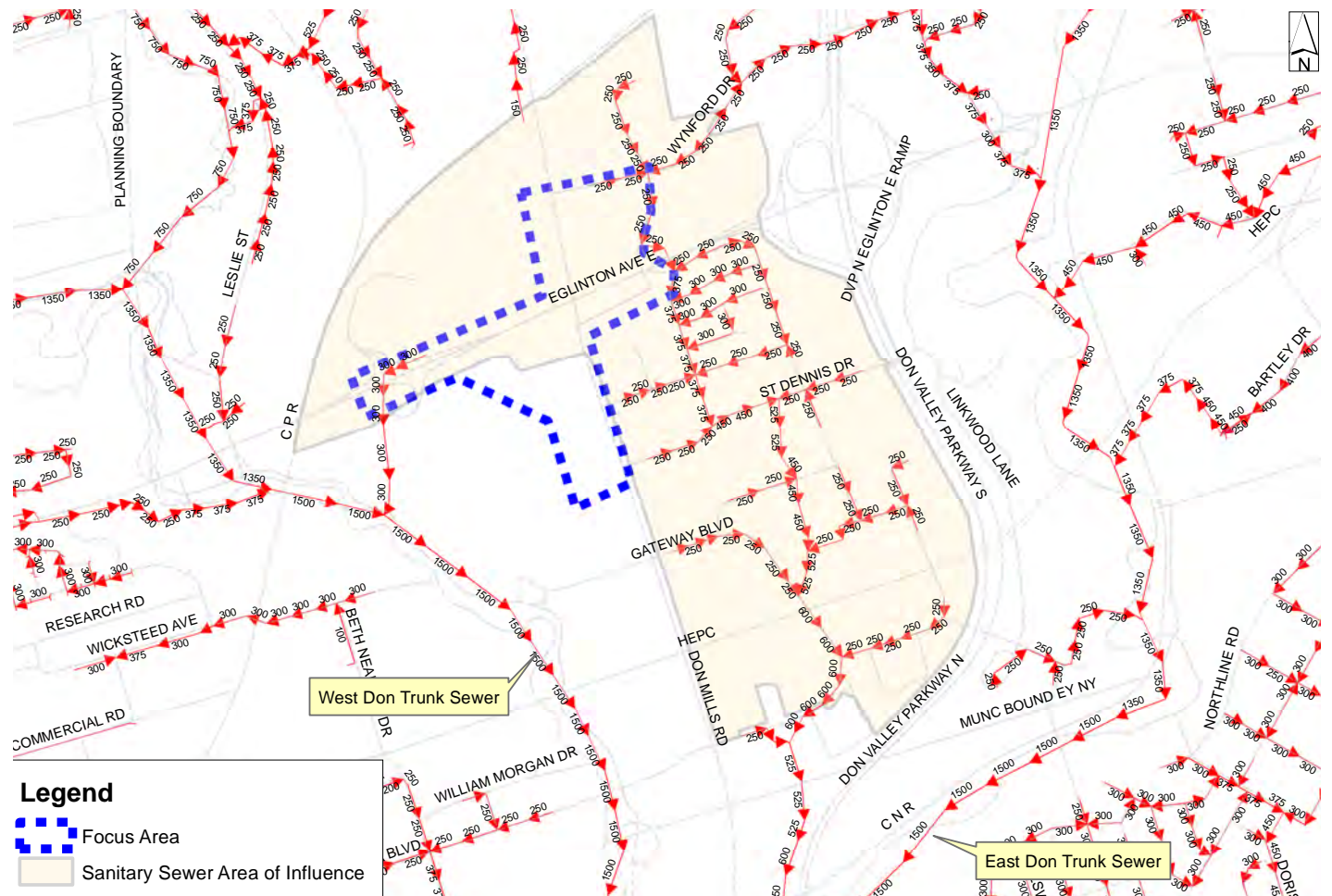


Figure 48: Sanitary sewer system within the area of influence (Toronto Water)

The Celestica lands connect to a trunk sewer directly west of Don Mills Road within the valley lands, so despite the large site and development potential, it is fairly isolated from the larger system that includes Flemington Park. As illustrated in Figure 48, sanitary infrastructure is largely absent from the intersection of Don Mills Road and Eglinton Avenue East. Servicing the southwest corner of the Core Study Area will need to cross one of these arterial roads to connect to the existing system. Furthermore, as growth is projected with the Core Study Area, future analysis will need to determine if there is adequate capacity in the sewer system to support additional demand.

Stormwater Management Benefits from Infiltration

Storm sewers in the area mostly pre-date the City's 2006 Wet Weather Flow Management Guidelines and therefore appear to be sized for events less than the two-year design storm. The servicing area of influence falls into Basement Flooding Area 55, for which Toronto Water's Environmental Assessment study is scheduled to begin in 2022.

To date, no significant reports of surcharging or flooding in the system has been identified. The "tower in the park" and campus style development pattern which tends to characterize the Don Mills Crossing area of influence includes infiltrative surfaces which supports the stormwater management system. New development in the area would therefore be required to provide adequate on-site stormwater management quantity and quality controls prior to discharging into City sewers in tandem with ensuring that adequate downstream conveyance exists. Development standards for low impact development should be pursued to ensure local treatment and infiltration and less reliance on city sewers for stormwater management.

Moving Forward/Future Study

Don Mills Crossing will ensure that adequate municipal services exist to support potential intensification as follows:

- As design alternatives and development potential are developed for the Core Study Area, population projections will be derived to determine future demand on water and sewer facilities and determine if local improvements are required.
- New development and infrastructure will be required to meet the current standards, in particular the quality and quantity control measures for private development.
- A low impact design approach will be pursued for larger sites in the area, including those conveying public streets, to achieve the performance objectives of the City's Wet Weather Flow Management Guidelines.

Looking for a more details on servicing infrastructure?

Visit www.toronto.ca/donmillscrossing and navigate to the Studies & Reports tab to see: "Don Mills Crossing Servicing Phase 1 Report"



Figure 49: Some watermains will be relocated and replaced through construction of the LRT portal

3.6 – RAIL CORRIDOR

The northern edge of the Core Study Area is bound by CP Rail's Belleville Subdivision. This rail infrastructure is a defining physical feature in the area, having existed prior to any urban development and being an early driver of the industrial uses constructed in the 1950s.

A Potentially Impactful Physical Barrier

Part of the last remaining major rail freight routes through the City of Toronto, this rail corridor is a critical piece in CP Rail's network, linking lines from Western Canada and the United States to destinations in Eastern Canada and the United States. Freight trains can project greater noise and vibration impact than passenger trains as they tend to be longer and heavier. Trains on this line are permitted to carry hazardous and dangerous goods which can pose a greater risk in the event of derailment.

The corridor itself is a significant physical barrier. Eglinton Avenue East and Don Mills Road are the only arterial roads providing vehicular and pedestrian connectivity across the corridor. This funnels all vehicular traffic to these two underpasses limiting connectivity. The Don Mills Spur cycling trail, itself a former rail corridor, terminates just north of the rail corridor which severs the potential cycling link from this trail to other cycling trails south of the Don Mills Crossing study area.

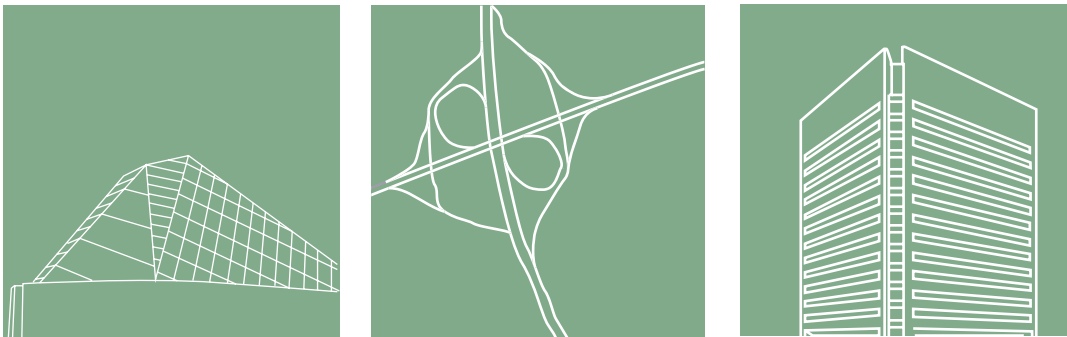
Moving Forward/Future Study

Don Mills Crossing will examine the CP Rail Corridor as a defining physical feature in the study area to:

- Explore options to improve connectivity across the rail corridor to link the study area with its surroundings to the north and west.



Figure 50: Rail Corridor north of the Celestica lands near the southern end of the Leaside Spur cycling trail



PEOPLE

The Don Mills and Eglinton area and its surroundings is a place to live, work, learn and play for thousands of Torontonians and attracting more each year.

3 PEOPLE

4.1 – WHO LIVES IN THE STUDY AREA?

The demographic analysis indicates a diverse and growing population living in a built form environment which is predominately apartment housing. The community services and facilities area (CS&F) area of influence includes two sub areas: north of Eglinton Avenue (Banbury-Don Mills) and south of Eglinton Avenue East (Flemingdon Park). These two sub-areas display specific trends for certain demographic indicators. While demographics alone do not tell the entire story, they are important indicators of the types of amenities, services and

facilities that can support children, youth, families and seniors, and will inform future work as Don Mills Crossing advances.

A Growing Residential Community

The 2011 Census identified 36,095 residents living within the CS&F area of influence boundaries. Just over sixty percent of this population lives in the Flemingdon Park sub area. A number of developments in the area of influence have been constructed since 2011 which have added additional population that is not currently reflected

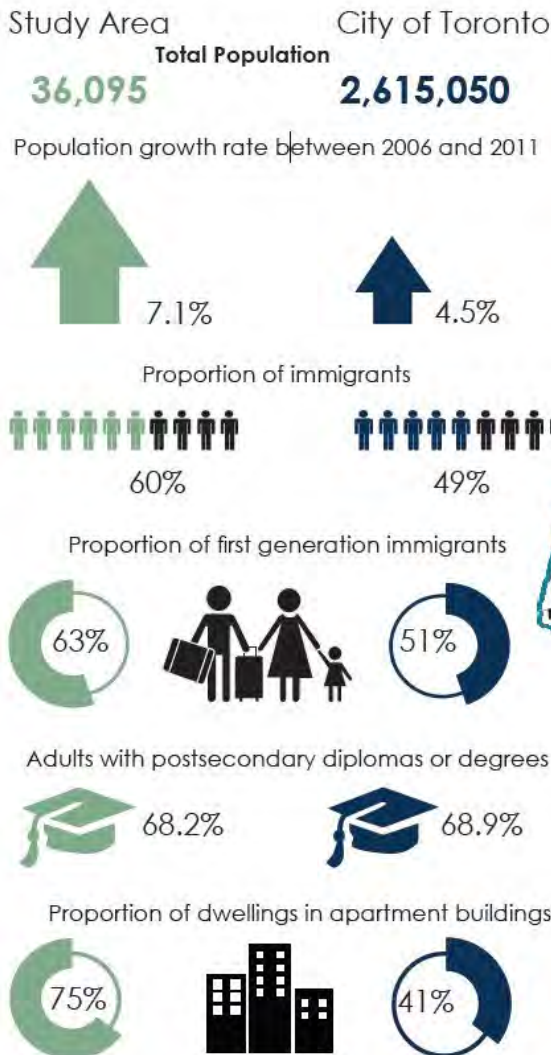
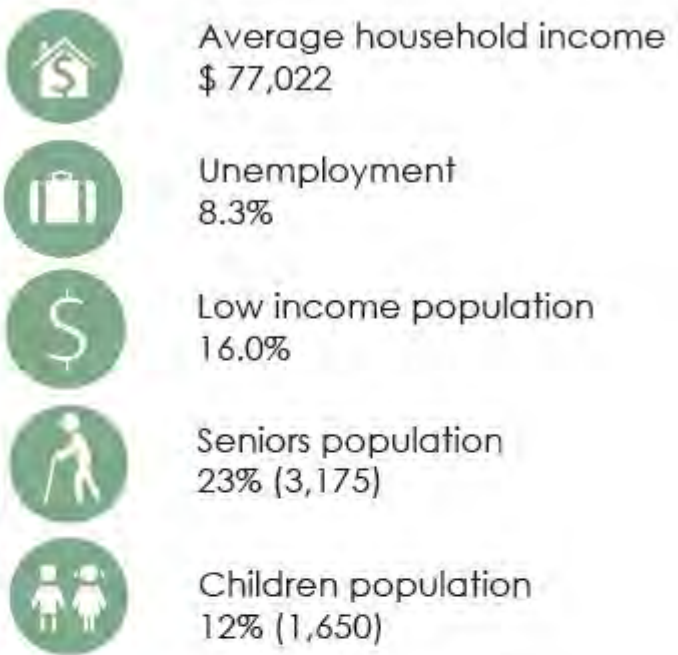


Figure 51: Summary of key indicators for Don Mills Crossing CS&F area of influence against the City of Toronto

Banbury - Don Mills Sub Area

Comprises 39% of Study Area Population



Flemingdon Park Sub Area

Comprises 61% of Study Area Population



in the available data. The area grew by 7% between 2006 and 2011, which is a greater rate than the City of Toronto, which grew by 4%. Much of this growth was led by Banbury-Don Mills, which grew by approximately 29% between 2006 and 2011.

A mix of young and aging residents

The majority of residents in the CS&F area of influence are aged 25-64, and following national and city-wide demographic trends, the population is aging. There are more seniors living in Banbury-Don Mills than in Flemingdon Park despite its smaller residential population. Meanwhile, Flemingdon Park has a younger population than both Banbury-Don Mills and the City with 120% of its population aged 0-14.

The CS&F area of influence is family-oriented, with a majority of families living with children at home. The proportion of families with children has always been high in Flemingdon Park, and it has been increasing steadily in Banbury-Don Mills since 2001. By 2011, more than 55% of families had children living at home.

A Stable, Densely-populated Community

The majority of the dwellings in the CS&F area of influence are located in apartment towers greater than five storeys. This demonstrates high-density living conditions. Only 8% of the housing stock in Banbury-Don Mills is comprised of single family homes. There are no single family homes in Flemingdon Park. As noted previously, Flemingdon Park is a master planned community which saw a construction boom between 1960 and 1980, and

Figure 52: Comparison of key indicators between sub areas of the larger CS&F area of influence

has seen very little new housing added since 2000. Residents in the area of influence tend to rent, rather than own their houses. Despite the higher proportions of renters, there is a low level of residential mobility, with just over half of all residents reporting “non-mover” status, meaning that they lived in the same residence on the Census reference day (May 10, 2011) as they did five years before (May 10, 2006).

Culturally, Linguistically and Economically Diverse

From a socio-economic perspective, the CS&F area of influence is culturally and linguistically diverse. Close to 60% of the area's residents are immigrants, most recently arriving from India, the Philippines, China, Sri Lanka and Afghanistan. While English is the primary language, area residents also speak Farsi, Urdu, Gujarati and Tamil at home.

The average income of the CS&F area of influence is \$66,052, which is lower than the City's average of \$87,038. The unemployment rate (12%) is higher when compared to the rest of the City (9%). Residents are well-educated, with close to 70% of them achieving a post-secondary education. However, the workforce participation rate (60%), particularly in Flemingdon Park, is lower than across the City (64%). There may be a co-relation between the immigration status, high levels of education and low workforce participation as it has been well-documented that new residents may be arriving with post-secondary credentials that are not formally recognized in Canada. Flemingdon Park is also a Neighbourhood Improvement Area¹, identified through the Toronto Strong Neighbourhood Strategy as falling below the

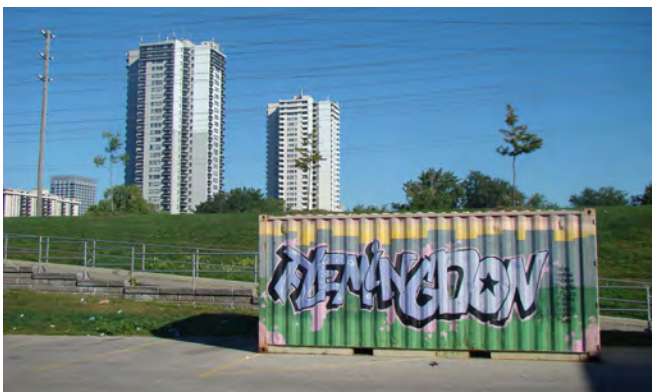


Figure 53: Flemingdon Park Sub Area

Neighbourhood Equity Score and requiring special attention.

Moving Forward/Future Study

The demographic analysis revealed key differences between the two sub areas which diverge in terms of income, population composition, employment and immigration. Of the two sub-areas, Flemingdon Park is more densely populated, has lower average incomes, a higher unemployment rate, a younger population, more immigrants and a higher proportion of dwellings in aging apartment towers. Banbury-Don Mills has more seniors, and higher incomes. As Don Mills Crossing advances, these demographic indicators will inform work that will look to balance growth and change between these two diverse communities by:

- Examining opportunities for social services supporting local enterprises and support local entrepreneurship.
- Supporting program improvements for children and seniors, and connectivity to local facilities for users of all ages and abilities.
- Ensuring community infrastructure is in place to support growth and that private investment also helps address exiting social need beyond the Core Study Area.

Looking for more detailed demographics for Don Mills and Eglinton?

Visit www.toronto.ca/donmillscrossing and navigate to the Studies & Reports tab to see: “Don Mills Crossing Community Services and Facilities Report”

¹Neighbourhood Improvement Areas are identified as potential recipients of additional investment by the City to promote aspects of neighbourhood health.

4.2 – EMPLOYMENT IN DON MILLS CROSSING

The Don Mills Crossing area has developed to provide employment opportunities for two residential master planned communities to the north (Don Mills) and south (Felmingdon Park). The employment area originally developed between Eglinton Avenue East, the Don Valley Parkway and the rail corridor and over time extended north of the rail corridor and to Leslie Street, Barber Green Road and Green Belt Drive. This is generally referred to as the Don Mills Employment Area,

A Growing Employment Area

The Don Mills Employment Area contains 14,290 jobs, a growth of 28% in 2015, outpacing the City's 9% rate of growth. Office is the largest employment category in the Employment Area, accounting for 83% of all employment. In the past five years, nearly 3,800 office jobs were added. 2015 represented an all time high for office employment in the area. This office growth has offset declines in the manufacturing (350 job decline) and retail (270 job decline) sectors.

An additional 4,505 office jobs are found in larger office buildings east of the Don Valley Parkway along Concorde Gate and south of Eglinton Avenue East within the Foresters building and the two tower office structure at 150 and 250 Ferrand Drive.

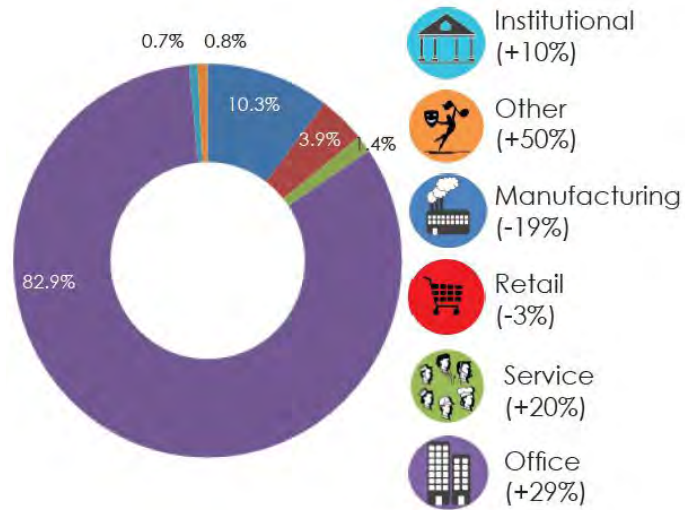


Figure 54: Don Mills Employment Area job figures by sector including percentage change from previous year (Toronto Employment Survey, 2015)

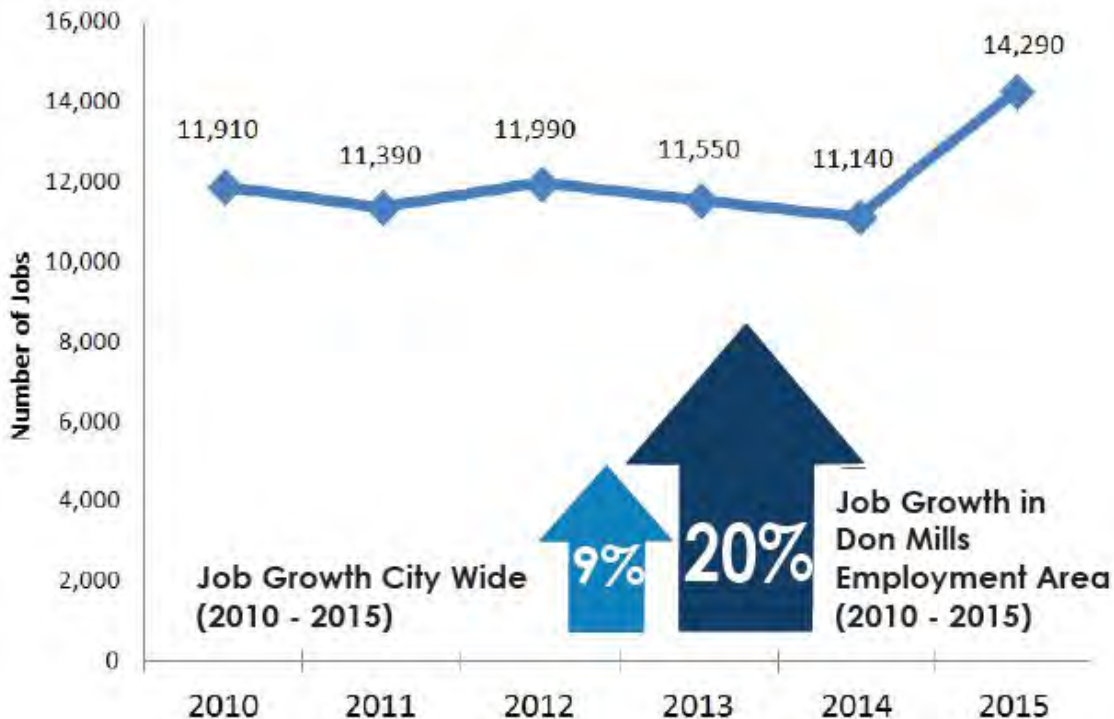


Figure 55: Year over Year Job Figures for Don Mills Employment Area (Toronto Employment Survey, 2015)

A Concentration of Corporate Headquarters

In addition to the thousands of jobs in the Don Mills Crossing area, several major corporations have a significant presence in the area including Sony, Celestica, McDonalds, Home Depot and Bata International as well as the Ontario Federation of Labour. Many of these offices are regional or national headquarters for multi-national companies building on the history of the Don Mills and Eglinton area as a corporate center.

Office Demand to rise with New Higher Order Transit

A 2015 report by Colliers international (Spark: Toronto Rapid Transit) provides an in-depth analysis of the future impact of transit on commercial real estate in the Greater Toronto Area. The report confirmed that there is an increased demand and a willingness to pay a premium for office space within walking distance of rapid public transit such as the Crosstown LRT. The Don Mills and Eglinton Area was specifically highlighted as an area of opportunity for investment in office buildings as it will likely become even more competitive once the LRT is complete in 2021.

Moving Forward/Future Study

The introduction of higher order transit will be a catalyst for change on many levels. Don Mills Crossing will look to build on the robust employment function of Don Mills and Eglinton to drive private investment in non-residential uses by:

- Improving connectivity and walkability for employment areas to future LRT stops.
- Ensuring a policy framework that provides for true mixed-use developments within the Core Study Area to increase land use mix.
- Exploring opportunities to provide amenity in the large single-use employment areas including public realm improvements and supportive uses to help ensure continued reinvestment in this growing employment district.



Figure 56: Office buildings south of Eglinton Avenue East.

4.3 – COMMUNITY INFRASTRUCTURE

Community Services and Facilities (CS&F) are the building blocks of vibrant, strong and complete communities, and include a broad range of non-profit, publicly accessible resources such as child care centres community and recreation centres, parks, pools, arenas, public schools, public libraries, and community agencies and human services. Locally-delivered community services form part of the supporting social infrastructure to people living and working in Toronto.

The detailed demographic profile summarized in section 4.1 reveals two distinct communities in the area of influence: Banbury-Don Mills and Flemingdon Park. This distinction was also revealed through the examination of the existing provision of community services and facilities. An inventory of CS&F servicing the Don Mills Crossing Core Study Area was prepared using Census data, current utilization rates and consultations with City staff, agencies, and resident groups. This review highlighted current challenges including school capacity pressures, a shortage of child care spaces, and the absence of services in the Core Study Area.

Community Space as Residential Amenity in Flemingdon Park

The older apartment housing stock that

characterizes Flemingdon Park contains limited private amenity space so residents tend to rely on publicly-available space for recreation and leisure activities. This has led to local facilities operating close to, or above capacity. A good example of this is the Flemingdon Park Neighbourhood Library, co-located with the Dennis R. Timbrell Resource Centre which includes an indoor pool, a gymnasium, and the Flemo City Media Centre and Youth Lounge. Library users spend a considerable amount of time at the branch using library space and computers but these users do not tend to enrol in library programs or borrow materials. As a result, the Flemingdon Park branch reports high levels of in-

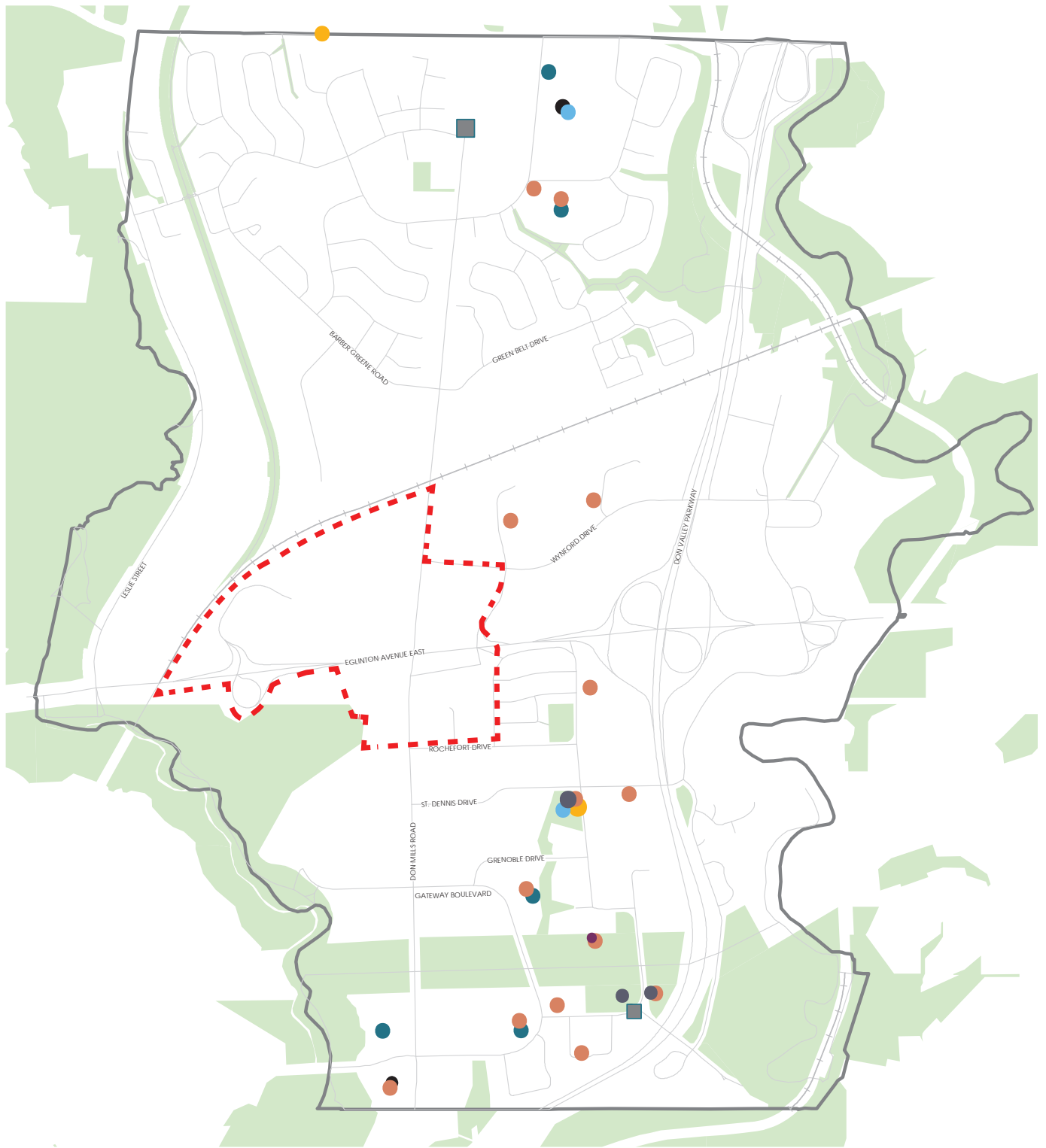


Figure 57: Dennis R. Timbrell Resource Centre and Flemingdon Park Library

Inventory



Figure 58: Summary of services and facilities within the CS&F area of influence (additional facilities are located outside the area of influence but have a catchment into the area of influence)



LEGEND

- PUBLIC ELEMENTARY SCHOOLS
- PUBLIC SECONDARY SCHOOLS
- CHILD CARE CENTRE
- CS&F AREA OF INFLUENCE
- COMMUNITY CENTRE
- CATHOLIC ELEMENTARY SCHOOL
- TORONTO PUBLIC LIBRARY
- CORE STUDY AREA
- INDOOR POOL
- PARKS
- INDOOR ARENA

Figure 59: Community Services and Facilities Inventory

branch use and wi-fi access without correspondingly high rates of circulating materials and program attendance. The main floor of the library is not well-integrated with the second floor, resulting in lost opportunities to consolidate services, add quiet study space and create separate areas for children and youth. The library also has limited integration with the Timbrell Resource Centre.

A Shortage of Flexible Multipurpose Space for All Ages

The example of Flemingdon Park Library underscores a need for flexible, multi-purpose space to serve the diverse age and population groups present in the CS&F area of influence. Youth are in need of quiet study space with technology services such as computers and wi-fi connectivity. They are also in need of social spaces to spend time with their peers. Similarly, the high proportion of seniors in Banbury-Don Mills face similar space challenges and often need to leave the community to find social recreation space. Seniors in this sub-area would benefit from facility improvements to enhance accessibility along with programming and services to support aging in place.

Demographics Drive Gaps in Services for Children

The high number of children in Flemingdon Park and the rising number of families with children in the Banbury-Don Mills sub-area increases the demand on schools, child care spaces and programs serving

the younger populations. While there has been a net increase of 41 childcare spaces since the completion of Eglinton Connects in 2014, there is still a shortage of subsidized child care spaces in the area, specifically Flemingdon Park where a high proportion of children live in low income households.

Similarly, there are 14 schools that either lie within or serve the CS&F area of influence. Many of these schools operate above capacity including Grenoble Public School, Norman Ingram Public School, Marc Garneau Collegiate Institute and Don Mills Collegiate Institute. Both the Toronto District School Board and the Toronto District Catholic School Board are closely monitoring enrollment growth for schools in and around the CS&F area of influence, and are managing enrollment demand through Program and Boundary Reviews.

Programming Expansion Is Required

In terms of programming, there is a need for physical and mental health services, jobs and employment training and more resources to support food security. Ongoing community-led initiatives in Flemingdon Park are already focussed on repurposing existing facilities to address space and programming needs. For example, a vision developed by community groups in Flemingdon Park would see the Angela James Arena open year-round for community use, an expanded community garden near Flemingdon Park Community Centre



Figure 60: Gymnasium at Dennis R. Timbrell Resource Centre



Figure 61: Gateway Public School in Flemingdon Park

and additional social enterprise space in the area.

Existing CS&F Needs Will Be Amplified by Future Growth

The CS&F Strategy prepared for the Don Mills Focus Area of Eglinton Connects and adopted by City Council in 2014 determined that there is a need for more child care spaces, the prioritization of community agency space, additional parkland, and improvements or expansions of existing community facilities in the Don Mills and Eglinton area. Importantly, these CS&F needs were identified prior to the proposal to introduce residential uses on the Celestica lands. The CS&F analysis undertaken through Phase 1 of Don Mills Crossing has confirmed those findings. Now with additional development potential including substantial residential uses being examined for the Celestica lands, these needs will be amplified and additional facilities and programming will be required to support this growth.

Core Study Area as an Opportunity for CS&F Provision

Need is a key location driver for CS&F. Community services and facilities are best located within walking or “stroller” distance of residents as demonstrated by the high utilization rates observed for the facilities in Flemingdon Park. Moreover, space needs to be located in convenient, accessible locations in the community and close to other destinations such as public transit. The Core Study Area presents an opportunity to deliver new facilities in a central location that can be accessed by existing communities to the north and south as well as residents and employees from new development.

The Don Mills Civitan Arena, located in the Banbury-Don Mills sub-area, is scheduled for closure by October 2020. In July 2016, City Council approved in principle the relocation of the Don Mills Arena to 844 Don Mills Road (the Celestica lands) subject conditions. The arena could potentially be co-located with additional functions and services which would optimize its location adjacent to active transportation and transit. While this is a major

CS&F opportunity to be located within a specific development site, all redevelopment sites within the Core Study Area should contribute towards addressing CS&F needs. This should be done to service a range of space and programming to advance the goals of a complete community at Don Mills and Eglinton.

Addressing Future Need Through Capital Enhancement

While new facilities would help address the capacity issues in the CS&F area of influence, service delivery must also be improved through capital repairs, interior redesign and retrofits to existing facilities. The Parks, Forestry & Recreation Division is currently undertaking a Facilities Master Plan to identify and prioritize facility investment across Toronto. Don Mills Crossing's CS&F Strategy will support the Facilities Master Plan process to determine how CS&F delivery can be enhanced through opportunities presented by the next wave of city building in the Core Study Area. Similar to the new ‘hard’ infrastructure that will be introduced with the construction of the Eglinton Crosstown, community infrastructure will also need to be introduced so that new investment spurred by public transit investment can be meaningfully enjoyed by those living and working in the area in the present and future.



Figure 62: Existing Don Mills Arena in Banbury-Don Mills requires relocation and replacement

Moving Forward/Future Study

The first phase of Don Mills Crossing has confirmed the findings of the Eglinton Connects CS&F needs assessment which informed the Council-adopted recommendations to secure new spaces for child care, additional parkland and community space. With additional intensification contemplated through Don Mills Crossing, these needs are expected to amplify. Don Mills Crossing will build on these findings to determine how to comprehensively meet community infrastructure needs presented by future growth potential. A CS&F strategy will be developed by:

- Collaborating with Parks, Forestry, and Recreation through the Facilities Master Plan process to identify facilities in the CS&F area of influence which may be priorities for capital improvements, expansion or the provision of new facilities.
- Determining how existing facilities in neighbouring communities can be enhanced through improvements and retrofits to optimize modern service delivery.
- Exploring opportunities for the co-location of additional services and functions at the potential relocation site for the Don Mills Civitan Arena.
- Examining opportunities to add community services and facilities on lands within the Core Study Area, including the three City-owned properties.
- Leveraging ongoing community-led initiatives to address space and programming needs in Flemingdon Park.
- Exploring opportunities to add community or social enterprise space within the Core Study Area.



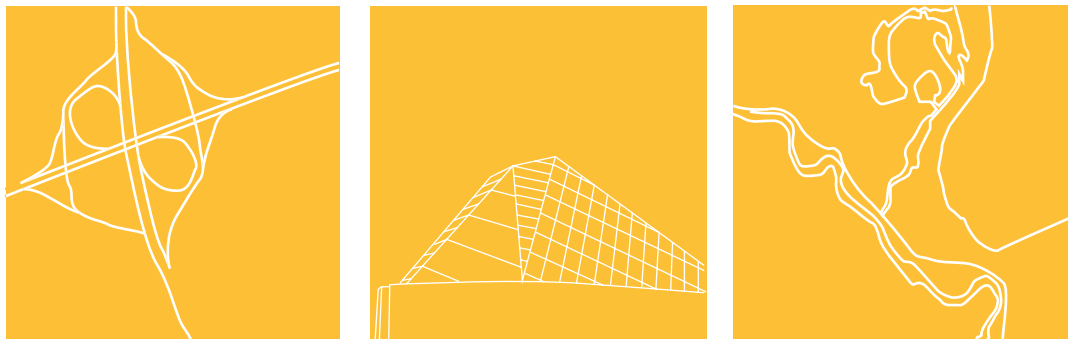
Figure 63: Flemingdon Youth Community Garden



Figure 64: Basketball courts in Flemingdon Park

Looking for more a more detailed community infrastructure inventory?

Visit www.toronto.ca/donmillscrossing and navigate to the Studies & Reports tab to see: "Don Mills Crossing Community Services and Facilities Report"



POLICY

Don Mills Crossing will be guided by Provincial and City policies in moving towards a new planning framework for lands around Don Mills and Eglinton.

5 POLICY

5.1 – PLANNING FRAMEWORK – PROVINCIAL POLICY

The Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe (the 'Growth Plan') are two documents that set out the framework for how growth should occur. The Growth Plan encourages increased residential and employment growth around rapid transit stations. It also requires growth to provide an appropriate range and mix of uses and factor the provision of community infrastructure.

5.2 – THE BIG MOVE AND METROLINX'S MOBILITY HUB GUIDELINES

Metrolinx's 'Big Move' Regional Transportation Plan identifies areas called 'Mobility Hubs'. Don Mills and Eglinton is a Gateway Mobility Hub, defined as an area 800 metres around two or more rapid transit lines with an anticipated minimum future transit trips. These areas are encouraged to accommodate more jobs and residents in order to support the

investment in transit and the efficient operation of the transit lines. To assist municipalities in studying and planning Mobility Hubs, Metrolinx has prepared Mobility Hub Guidelines which provide high level planning considerations on creating transit supportive places through quality urban design.

5.3 – OFFICIAL PLAN

Toronto's Official Plan implements the Provincial Policy Statement and Growth Plan by setting direction for where and how the city should grow over a 30 year period. The Official Plan is the key policy document for all planning within Toronto and all development must conform to it. The Official Plan envisions a safe city that evokes pride, passion and a sense of belonging – a city where people of all ages and abilities can enjoy a good quality of life.

Don Mills Crossing is guided by the Official Plan policies which provide for the integration of land use and transportation when creating new



Figure 65: Mobility Hubs in the Greater Toronto Area showing Don Mills and Eglinton in red circle (Metrolinx)

neighbourhoods centred on public focal points including parks, open spaces, public streets and community facilities. The Official Plan also provides direction on balancing growth and intensification anticipated by Don Mills Crossing with ongoing conservation of significant heritage properties as well as the natural heritage landscapes. The location, history and potential of the Don Mills Crossing study area presents the opportunity to implement successful city building principles upon which the Official Plan is founded.

5.4 – EMPLOYMENT LANDS

The City of Toronto recently completed a review of the employment lands and a Municipal Comprehensive Review which resulted in Council's adoption of Official Plan Amendment No. 231. The Province approved the amendment with minor modifications in July 2014. A number of appeals were filed, including those by landowners local to the study area seeking conversion of employment lands for residential uses. Portions of OPA 231 have been approved by the Ontario Municipal Board. However, there are still a number of general and site specific appeals pending resolution. Don Mills Crossing will not consider land use changes from employment lands to non-employment uses as this may only be considered through the next City-

initiated Municipal Comprehensive Review.

5.5 – LOCAL PLANNING FRAMEWORKS

Site and Area Specific Policy 76 for South of Eglinton

In January 2014, City Council adopted amendments to Site and Area Specific Policy 76 (SASP 76) for lands south of Eglinton Avenue East between Don Mills Road, Rochefort Drive and the Don Valley Parkway. The intent of these amendments was to add policies to guide future development and density allocation in this quadrant. The amendment was the outcome of a scoped planning and built form study which determined that higher densities can be allocated to parcels along Don Mills Road and the Don Valley Parkway, along with public realm and connectivity improvements. The Site and Area Specific Policy was appealed to the Ontario Municipal Board and a decision on this matter is pending.

Eglinton Connects Identifies Don Mills Focus Area

Eglinton Connects was a City Planning study which examined options to take advantage of new transit infrastructure along the Eglinton corridor from Weston to Kennedy Road. Recommendations for the future of Eglinton Avenue upon implementation of the Crosstown LRT were organized around travelling, greening and building Eglinton Avenue. These recommendations, along with the environmental assessments for new infrastructure to be implemented with the LRT, were adopted by City Council in 2014.

Eglinton Connects identified a series of Focus Areas along the corridor, including Don Mills, which could have a greater capacity to accommodate future population and employment growth. Conceptual demonstration plans showing the potential arrangement of streets and blocks, building massing, and open spaces were prepared for each Focus Area. The vision and principles for three Focus Areas (Bayview, Dufferin and West Side Mall) were adopted by Council as Site and Area Specific Policies (SASPs). Others, including Don Mills were identified for future study.

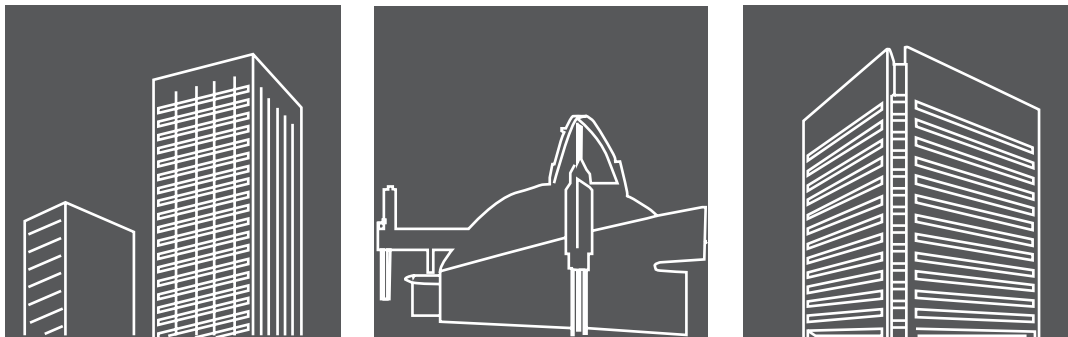


Figure 66: Official Plan land use designations, including from the settlement of the appeal of OPA 231 for the Celestica lands

Although the adoption of Eglinton Connects did not create new Official Plan policy for the Don Mills Focus Area, the planning objectives and findings of the community services and facilities report represent City Council's position on the future of Don Mills and Eglinton. Council's direction to prepare a Secondary Plan to advance the vision and principles developed for the Don Mills Focus Area is a key foundation to the work of Don Mills Crossing.

Celestica Settlement of OMB Appeal of OPA 231

In June 2016, City Council adopted a modification to OPA 231 as a settlement to an appeal of OPA 231 for the Celestica lands. The modification retains the site's frontage along Don Mills Road for Employment Areas while redesignating the remainder of the site to *Regeneration Areas*. The modification also brought forward a new Site and Area Specific Policy 511 (SASP 511) for 844 Don Mills Road and 1150 Eglinton Avenue East, which provides for the development of a complete and sustainable new community on the lands. SASP 511 secures the replacement of employment uses on the lands, with a significant portion of floor area required to be constructed with the first phase of development. To achieve this and other city building priorities, SASP 511 requires the preparation of a comprehensive planning framework for the lands to be prepared in conjunction with the Don Mills Crossing Study.



FUTURE

Don Mills Crossing will be shaped by public engagement and move towards a new planning framework that provides for the creation a complete community to make Don Mills and Eglinton into a place to be after many years as a place between places.

6 FUTURE

6.1 PUBLIC CONSULTATION

Public engagement is encouraged through all phases of Don Mills Crossing as a way for local residents, employees and stakeholders to actively participate in shaping the area's future. The Don Mills Crossing study was launched in June 2016 with a series of pop up consultation events at local neighbourhood gathering places along with an online commenting portal at www.toronto.ca/donmillscrossing. A public open house was held on October 13, 2016 at the Ontario Science Centre which provided an overview of the study and some preliminary findings. In addition to community consultation, City Planning staff engaged with

various community groups and stakeholders through the Don Valley Neighbourhood Improvement Area round table as well as Toronto's aboriginal community.

To date, over 400 people have been engaged either in person or online, providing feedback by answering questions about what participants like about their neighbourhood and where they would like to see improvement. The following are the key themes which were raised most frequently across all the engagement activities:

- The facilities in the area are well used and enjoyed, though over-subscribed and in need of upgrades. The libraries, community centres and Playground Paradise (a City-owned play facility) were often identified as those most used in the area. These same facilities were often cited as those most in need of renewal and investment.
- The open and green spaces are valued in the community and concerns were raised about ensuring the appropriate provision of open space with new development. A need for programmed spaces was frequently raised, especially in the Wynford-Concorde area where a need for playgrounds was indicated.
- Connections to the ravine system are desired in the area. Though the ravine system was cited as a valued amenity in the area, access to the system is difficult, as there are few formal entry points. Accessibility was raised as a concern, especially the steep grade at the entrance to the East Don trail from Wynford Heights Crescent which makes access difficult for those with mobility devices and strollers.
- Interest for more and improved cycling infrastructure in the area. Connecting the Leaside Spur bike path to the ravine system



Figure 67: Pop up consultation during a Planners in Public Spaces event at Real Canadian Superstore



Figure 68: Presentation during Don Mills Crossing Launch event at Ontario Science Centre

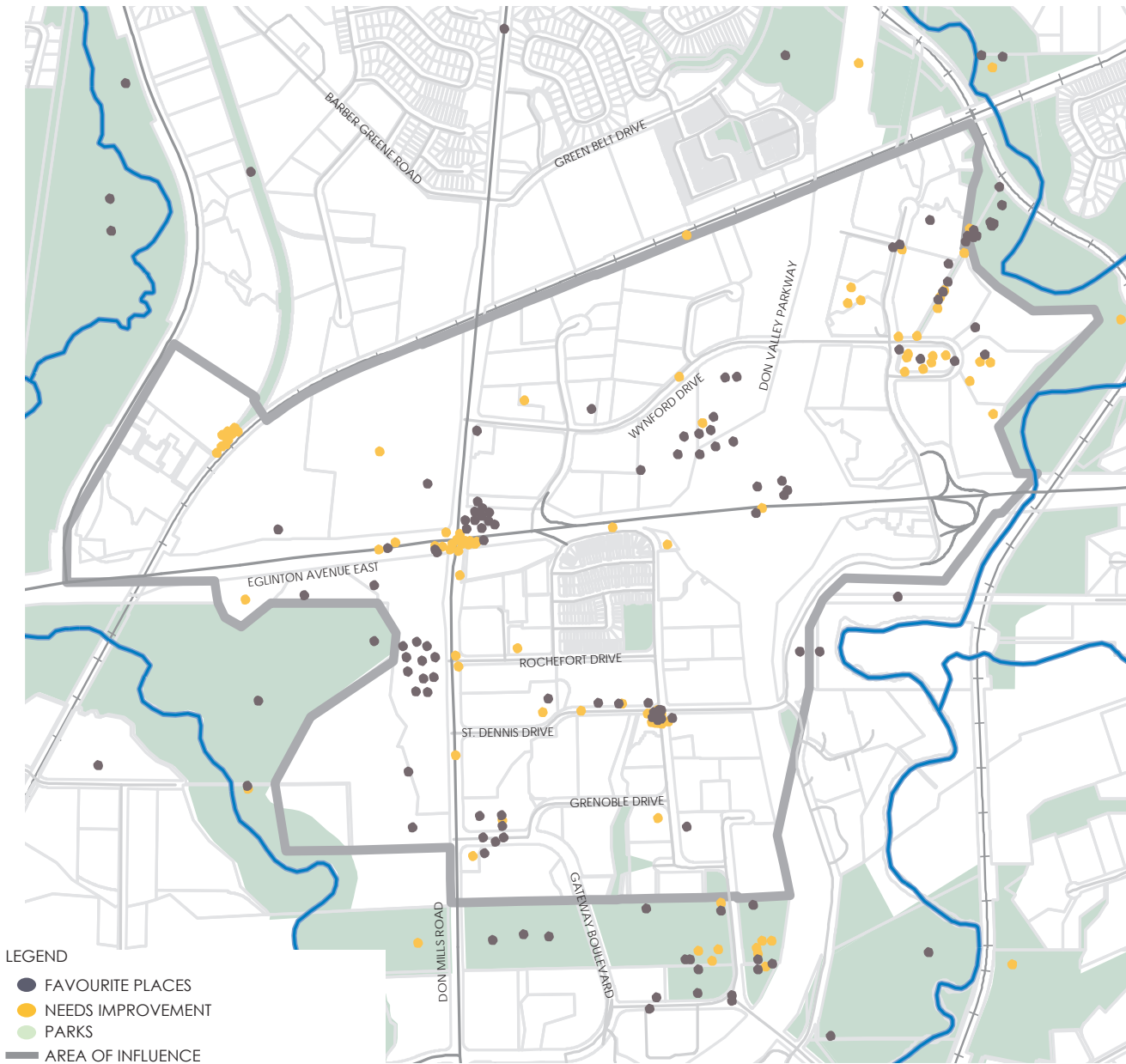


Figure 69: Consolidation of input received during online and community engagement in Phase 1

was frequently mentioned as were safety concerns for cyclists on Eglinton Avenue East and Don Mills Road.

- Traffic congestion was often discussed and there is a clear desire for congestion management in the area, or improved transportation choice as an alternative to driving.
- Pedestrian safety was a frequent topic. Eglinton Avenue East and Don Mills Road were highlighted as streets that should be made more pedestrian and cyclist friendly with an improved pedestrian experience, safety and a need from more pedestrian crossings.

- More amenities are desired in the area, especially retail options for day-to-day shopping needs and more café and restaurant options.

Many of these themes overlap with the empirical and technical evidence researched through Phase 1, while others complement the findings. As Don Mills Crossing embarks on its visioning, planning and testing phase, a public consultation program will be designed around key themes to ensure public input is provided through meaningful engagement activities.

6.2 APPLICATIONS

Don Mills Crossing has benefited from the work of Eglinton Connects in advancing a number of key directions and planning objectives including recommendations on community infrastructure. Similarly SASP 511 for the Celestica lands requires a comprehensive planning framework be in place to enable redevelopment. A significant amount of work remains to integrate the Celestica lands with the Focus Area and develop a Secondary Plan policy framework for the area.

Development Applications are Anticipated

Development applications have recently been filed for the Celestica lands to permit the redevelopment of the site pursuant to SASP 511. It is anticipated that during the course of the Study other applications may be filed for lands in the Core Study Area or in the surrounding area of influence. Don Mills Crossing benefits from these active applications as it offers the opportunity to shape development proposals in the context of understanding the nature of potential intensification within the Core Study Area.

These applications will be reviewed concurrently with the Don Mills Crossing process and will need to respond to the initial findings as well as future directions. The strategic lens of the Study will allow for the co-ordination of application review and provide an overarching structure within which to identify key city building outcomes for implementation. Developing the Secondary Plan and processing the development applications in tandem affords the opportunity to ensure the coordinated implementation of the policy directions that emerge through Phase 2 of Don Mills Crossing. The timely delivery of required servicing infrastructure, parks, community facilities and affordable housing can advance through development approvals, some of which may precede the ultimate approval of a new Secondary

Plan.

6.3 TOWARDS A NEW PLANNING FRAMEWORK

A Place Between Places

The intersection of Don Mills Road and Eglinton Avenue East has existed as a “place between places” since the extension of Eglinton Avenue East in the 1950s. Originally laid out as a “Crosstown Highway” with an expressway style cross section and significant setback requirements, Eglinton Avenue East was designed to connect Scarborough with Leaside.

Eglinton Avenue East also opened up lands between arms of the Don River for urban development. The industrial and employment uses that located there were intended to provide jobs for the two master planned communities laid out to the north (Don Mills) and south (Flemingdon Park). The area’s identity has always been tied to one of those places, as planning documents over time have referred to it both as Don Mills Industrial Area and Flemingdon Business Park.

The “Crosstown Highway” and the full expressway connection with the Don Valley Parkway failed to materialize, but the Don Mills and Eglinton area developed as though located at an expressway interchange. Employment uses were constructed with large surface parking lots to service auto-commuters while residential uses were always well removed from Eglinton Avenue East. Even when



Figure 70: Don Mills Road and Eglinton Avenue East, 1970 (Source: Toronto Archives)

residential uses have been brought towards Eglinton Avenue with more recent development, they are not constructed in a way that would support the creation of a place for people, perpetuating wide setbacks or turning entirely away from the public realm along this arterial.

Today, Don Mills Road and Eglinton Avenue East are busy arterials with limited places to cross and are dedicated primarily to the movement of vehicles. Indeed, over half of daily trips through the Don Mills and Eglinton area are “pass through” trips, meaning that thousands of trips on a daily basis are moving through the Don Mills Crossing study area and not stopping. At the same time, the focal point of the area, the intersection of Don Mills Road and Eglinton Avenue East, sees the highest volumes of pedestrian and cycling trips, but the lands around it are largely vacant. This hub of movement is still a place between places.



Figure 73: Crosstown LRT construction staging at Don Mills and Eglinton

Transportation Infrastructure is a Transformative Force

The initial urbanization of Don Mills and Eglinton illustrates that there are few forces as determinant in city building as the provision and form of transportation infrastructure. Many of the existing conditions observed in this Profile – large blocks, poor walking conditions, limited connectivity and campus style built form – are largely the result of last century decisions around planning for development at or near the highway infrastructure.

The arrival of the Crosstown LRT will advance a new transportation technology into the area with the potential to be a powerful transformative force. Transit riders either begin or end their journeys as pedestrians, meaning the areas around transit stops need to be planned at a scale more oriented to walking and cycling. Today, this scale is largely absent at Don Mills and Eglinton. Don Mills Crossing will explore issues of connectivity to ensure that the investment on underutilized lands spurred by the introduction of the LRT will deliver the type of development that supports a pedestrian oriented place.



Figure 71: Don Mills Road northbound at Eglinton Avenue East



Figure 72: Eglinton Avenue East at Don Valley Parkway

A City Building Moment: Community Building at Don Mills and Eglinton

This is an important city building moment in the history of Don Mills and Eglinton. Don Mills Crossing will seize on this opportunity to create a place that builds on the strengths of the area identified in this Profile. Don Mills Crossing will also address identified gaps in the provision of community infrastructure. The provision of new CS&F in the Core Study Area can connect two communities (Banbury-Don Mills and Flemingdon Park) through social interaction as effectively as new street connections and public realm can combine to tie areas north and south of Eglinton Avenue East together. Shaped by ongoing public consultation, Don Mills Crossing will advance towards a new planning framework to build a community at Don Mills and Eglinton that is a place in its own right rather than a place that people move through on their way someplace else.



Figure 74: Crosstown LRT West Portal, conceptual image (Metrolinx)



Figure 75: Science Centre Station, southwest corner of Don Mills and Eglinton, conceptual image (Source: Metrolinx)

Don Mills Crossing: Towards A New Planning Framework

In creating a community at Don Mills and Eglinton, Don Mills Crossing will work to ensure public transit investment and the development it is stimulating is leveraged to benefit those living and working in the area in the present and future.

The next phase of Don Mills Crossing will be an integrative process of visioning, planning and testing ideas to advance outcomes in key areas of investigation highlighted throughout this Profile which include:

- Creating an urban structure that is tied together by a robust and connected public realm network including new streets and walkways to improve public circulation routes between key locations.
- Explore options to improve connectivity across the rail corridor to link the study area with its surroundings to the north and west.
- Implementing transit and active transportation strategies that focus on shifting local trips to sustainable modes, such as cycling, transit and walking, to address observed travel behavior and create transportation capacity to service future growth.



Figure 76: Leaside Spur cycling trail

- Establishing a hierarchy of built form and density to create a transit supportive environment that fits into the broader urban structure of the City.
- Exploring a true mix of uses with an emphasis on retaining and expanding office uses in

proximity to transit and introducing finer grain of retail and other complimentary land uses to support local residents and employees.

- Setting a framework to secure new parkland with redevelopment located in strategic locations that maximize accessibility and /or expand existing public parks.
- Ensuring a strategy to deliver a full range and mix of housing type, tenure and affordability as provided for by the Official Plan.
- Incorporating heritage structures as an important part of the future of the Celestica lands and balancing the city building opportunities on the site to secure new investment and development in a way that celebrates the significant cultural heritage values and attributes of that site.

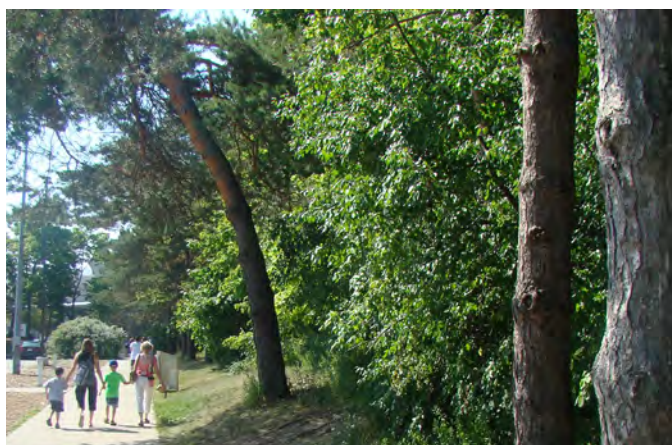


Figure 77: Walkway near top of bank, Ontario Science Centre

- Improving and increasing the number of connections from the study area to the surrounding ravine system, potentially as a pilot project of the City's Ravine Strategy, which enhance accessibility while minimizing disturbance to natural habitat.



Figure 78: Supporting improved public realm with street-related built form, conceptual image

- Identifying the boundaries of the natural heritage system and establishing appropriate buffer widths and functions for development.
- Determining, in collaboration with key partners, an appropriate approach to the provision of community infrastructure, including the enhancement of existing facilities and the potential relocation of the Don Mills Arena with co-located recreational services and functions.
- Examining opportunities to add community services and facilities, as well as social enterprise space on lands adjacent to the Don Mills and Eglinton Avenue intersection, including the three City-owned properties while leveraging ongoing community-led initiatives to address space and programming needs in Flemingdon Park.
- Developing implementation strategies that ensure orderly development in appropriate locations which is fully supported by hard and soft infrastructure.



Figure 79: Playground in Flemingdon Park

Ultimately, Don Mills Crossing will result in a new Secondary Plan and supportive infrastructure that will set in place a framework for the building a community at Don Mills and Eglinton that is an attractive place for people to live, work, learn and play.



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